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Atlas of
Illinois
Resources

Section 4

Transportation

Atlas of Illinois Resources

Section 4



STATE OF ILLINOIS
William G. Stratton, Governor

DEPARTMENT OF
REGISTRATION AND EDUCATION
Vera M. Binks, Director

DIVISION OF INDUSTRIAL
PLANNING AND DEVELOPMENT
Richard Nowinson, Chairman
James F. Cannon, Superintendent

FOREWORD

The Illinois Division of Industrial Planning and Development in the Department of Registration and Education, with the cooperation of other state agencies, has undertaken a comprehensive survey of the economic resources of Illinois. Resulting from this research is the *Atlas of Illinois Resources*, which is being published as a series of separate documents. On behalf of the Division, I take pleasure in presenting Section IV of this series, entitled *Transportation*.

The continuing growth of our national economy places more and more emphasis upon transportation as a vital element in the expansion, location, and relocation of industry, and as a major factor in the competitive and profitable operation of commercial activities. Any enterprise seeking to supply the best product at the lowest possible cost must consider the nature and quality of transportation available, whether the concern be with producing, processing, manufacturing, wholesaling, or retailing. A region or state which offers particular transportation advantages must appeal, therefore, to the businessman or industrialist. Less obvious are the many advantages that accrue to the inhabitants of such favored localities in the variety and prices of consumer goods, circumstances definitely reflected in the standard of living.

In Section IV of this series, an analysis has been made of the interstate, intrastate, and international position of Illinois with respect to its transportation resources. Here again, the *Atlas of Illinois Resources* plays a part by providing a means for evaluating the advantage of Illinois relative to those of other states or for selecting for further study areas within Illinois which meet more specifically certain locational needs.

June, 1960

Richard Nowinson
Chairman

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June, 1960

The transportation resource of Illinois merits high rank among the assets of the state. By any criterion most of the facilities and services associated with this resource deserve superlative ratings. The state is virtually blanketed by a fine network of transportation routes: roads, railroads, pipelines, airlines, and waterways.

The key routes are all high-capacity lines comparable in potential and actual efficiency of operation with the best in the world. Significantly, the Illinois transportation plant is an integral part of a larger plant serving a great region, a great nation, most of the continent, and much of the world. Thus the citizens of Illinois have ready access to a large gathering and marketing area over a highly efficient transportation system at comparatively low cost.

In many respects, Illinois is situated in a strategic position within the world-wide complex of transportation facilities that further enhances the basic value of this major resource; it unites the major manufacturing region of North America in the east with the vast productive interior to the west, and occupies a middle ground in the exchange of products between contrasting climatic areas to the north and south.

The transportation advantages of Illinois take on further meaning when viewed against the backdrop of the preceding sections of this *Atlas*. As the story is unfolded further in forthcoming sections devoted to labor, population, agriculture, marketing, industry, and utilities, the total resource picture of Illinois will have added significance when it is related to the various aspects of transportation dealt with in this Section IV of the *Atlas of Illinois Resources*.

Governor

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Copies of this Atlas may be obtained from the
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116 State Capitol Building, Springfield, Illinois

THE TRANSPORTATION RESOURCE OF ILLINOIS

Alfred W. Beck

One of the most attractive industrial resources of Illinois is its superlative combination of transportation facilities. Virtually all economic activity is concerned with the transportation resources available to the area in which the activity takes place. Particularly is this true of manufacturing because few, if any, manufacturing plants make products from materials that are all available at one place and in turn sell them for use at the same location. A transportation system that facilitates the accumulation of materials from a variety of sources and the distribution of products into a variety of markets is therefore a matter of vital importance to all industry. Questions concerning the variety and availability of transportation media that serve an area—the quality, reliability, speed, and adaptability of the service provided, and the cost of accumulating and distributing goods and of moving personnel—are among the most important that must be answered in evaluating the probabilities of successful industrial operation at specific places.

Long the acknowledged central point for America's vast railway and highway systems and the place where Great Lakes and Inland Waterway shipping meet, Illinois justly can claim to be the crossroads of North America. Increased accessibility which will follow improvements in the Illinois Waterway and the completion of the Interstate Highway System will enhance this position. Illinois is becoming also a world crossroads as global air traffic in both passengers and goods increasingly emphasizes service to and from Chicago, and the improved St. Lawrence Seaway makes available larger volumes of ocean shipping than formerly were possible.

This section of the *Atlas of Illinois Resources* describes and evaluates the constantly developing system of railroads, pipelines, roads, airlines, and inland waterways which bind the state together as a functional unit and which provide effective connections between all Illinois localities and the rest of the Midwest, the United States, and the world. These far-flung transportation systems, focusing upon Illinois, draw together people, goods, and materials; from the mid-continent location of the state, the same carriers distribute the products of Illinois manufacturers.

The Transportation Plant

Few areas in the world are as well served by so many different means of transportation with so dense a network of routes and with such efficiency as is Illinois. Quantitative statistics relating to this system are impressive. There are 11,316 miles of point-to-point railroad lines, 102,348 miles of rural roads, 20,886 miles of streets, some 35,000 miles of pipelines, and 1024 miles of inland waterways within the state.

Thus, there are over 170,000 transportation route miles, or an average of 3.0 miles for every square mile in Illinois—almost 18 miles for every 1000 persons.

The movements over the various lines of this dense network of routes are also expressed in impressively large figures. Some 3 million state-registered passenger automobiles are estimated to travel in excess of 35 billion vehicle-miles per year. Nearly half a million trucks add considerably to this vehicle-mileage and they are estimated to be responsible for originating and terminating well over a billion tons of traffic yearly. The 30 first-class line railroads operating in the state originated and terminated almost 200 million tons of freight in 1957. Over 31,000 ships and barges unloaded 24.5 million tons of material at Illinois lake ports in 1958, while 20.5 million tons of freight moved over the Illinois Waterway. Pipelines brought in over 400 billion cubic feet of gas and over 100 million barrels of oil. Pipelines also serve in-state areas annually producing over 75 million barrels of oil.

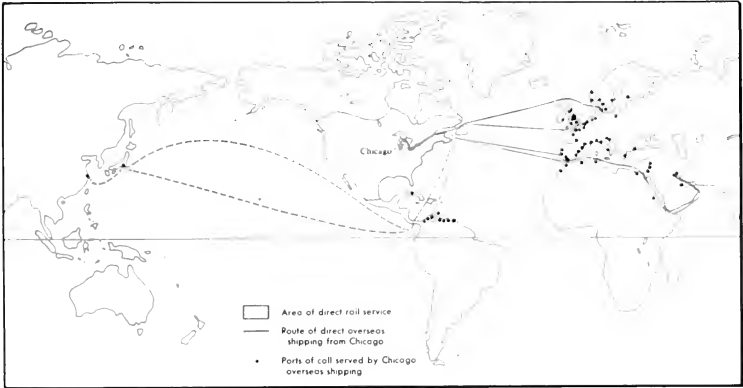
Unrevealed in simple mileage and tonnage statistics are such qualitative aspects of the Illinois transportation system as its latent capacity, its efficiency, its service, and its progressiveness. Thus the main lines of the railroad system are high capacity lines with well-ballasted roadbeds, heavy rails, and advanced signalling systems. Furthermore, there are about 2500 freight stations and 14 trailer-on-flatcar ramps, and most of the major yards are automatic. No part of the United States is more than six rail delivery days away. The circumstances associated with the road transportation system are equally significant. There are 12,346 miles of paved road. More than 1400 of the trucking companies that operate over the system employ ten or more vehicles. There are also over 1700 points within the state served by truck and only a few limited areas of the United States are more than five delivery days away. Pipelines, waterways, and airlines also have noteworthy features, ranging from modern pipeline pumping plants to powerful barge towing units to airfields designed to handle any existing type of plane.

Finally, it must be emphasized that this system is not static but that each year sees significant improvements in the existing facilities and important additions to the total of facilities. The year 1959, for example, witnessed an increase over 1958 of 43 percent in the number of foreign-trade ships which reached state ports, and an increase of nearly 150 percent in cargo tonnage, the upgrading of about 1000 miles of highway, the addition of a new transstate products pipeline, and the coming of direct international jet air service.

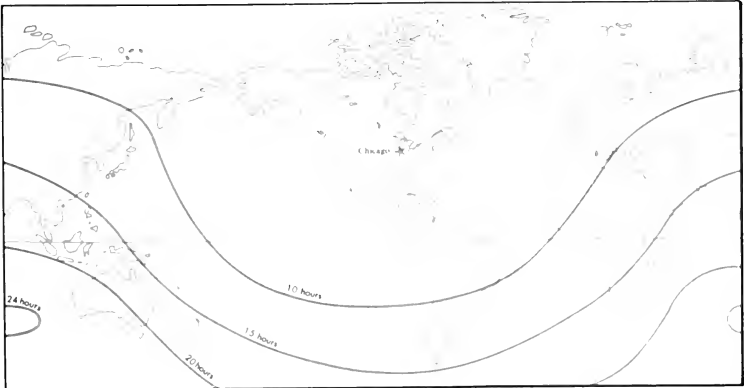
Development of Transportation

Until 1837 there were no “improved” transportation lines in Illinois. Only trails and traces were available for overland travel. Most of the population was concentrated near the only suitable transportation routes, the navigable waterways. In 1837 the state government appropriated funds to build the Illinois and Michigan Canal. Designed as a through waterway from the Great Lakes to the Mississippi drainage

DIRECT RAIL AND SEA SHIPPING SERVICE FROM ILLINOIS And Ports of Call



COMMERCIAL JET AIRPLANE FLIGHT TIME FROM CHICAGO



system, it was the forerunner of today's many significant north-south routes. A year later money was appropriated to build a railroad eastward from Meredosia on the Illinois River. Because of financial difficulties, work was stopped in 1842 after the railhead had advanced but 12 miles inland. Roads were also receiving public attention during this era. The state provided funds for partial improvement of the National Pike from Vincennes, Indiana, to Vandalia and for other immigrant roads as well. Cities and towns were organizing plank road companies. However, when the Galena and Chicago Union Railroad began successful operations in 1848, it became evident that the railroad was the solution to land travel in an area where distances were great and problems of grade and curvature minimal. Thus the railroad era began and Illinois was on its way to becoming the hub of the railroad system of the United States.

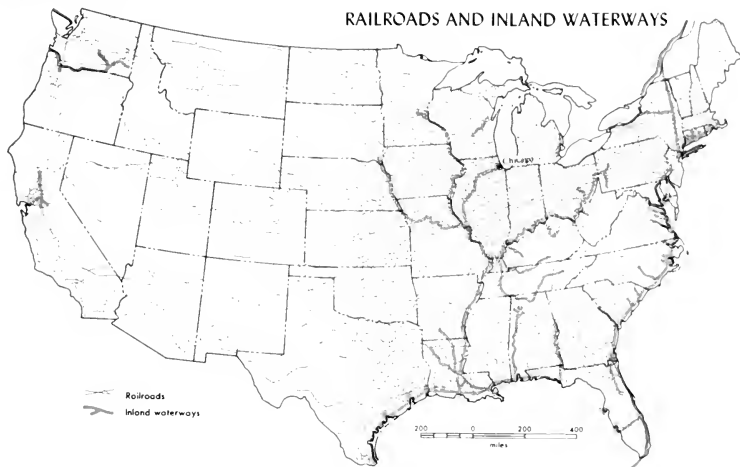
In 1851, construction started on the north-south railroad through the center of the state. Operations on both the main line and the important Centralia to Chicago "branch" of the railroad began in 1853. In 1854, the first all-rail route from the east to Chicago was opened and in the same year a rail line between Chicago and the Mississippi was established. By 1856, East St. Louis had a direct rail route to the east. Thus, by the time of the Civil War, connections were established between Illinois and the east and between Chicago and the Mississippi. After the war, many new lines were built extending westward and northward from points in Illinois or from Mississippi River crossings, and Illinois became the key exchange area in the prevailing east-west rail movement of the United States.

So dominant were railroads for the next half century that all other forms of transportation became secondary. Inland waterway movement almost ceased. Road movement declined to a kind of farm-to-station status. County and township governments did little beyond the crude surfacing of only the most used routes. However, about the time of World War I, the automobile came into prominence and with it a new transportation era. Paved and other improved roads were built. Pipelines were constructed. Even the waterways revived. By 1940, the present framework of transportation was attained. However, the Illinois system is not static, and 1959 was marked by the inauguration of the improved St. Lawrence Seaway, which opens all the ocean ports of the world to water-borne traffic with Illinois, and by the initiation of jet air service, which brings nearly all of the world population centers within a one-half day journey of the state.

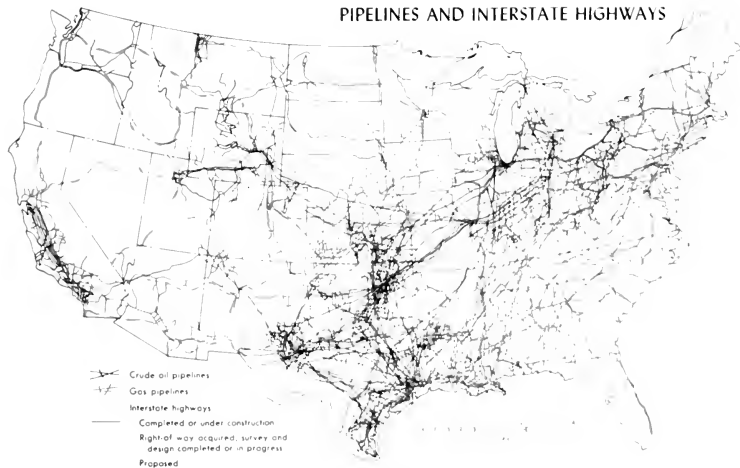
The Crossroad State

Illinois occupies a key position in the transportation system of America. This strategic position is due in part to physical factors and in part to historical and economic factors. Among the physical factors is a permissive quality with respect to construction of land transportation lines over much of the terrain—a broad plain with only low swells and rather infrequent shallow valleys breaking its continuity. Extending into this plain from the north, Lake Michigan represents a terminal exten-

RAILROADS AND INLAND WATERWAYS



PIPELINES AND INTERSTATE HIGHWAYS



sion of the greatest inland waterway system in the world, which penetrates here most deeply into the economic heart of the nation. The Ohio, the most utilized navigable river in the United States, lies to the south. It is between the lakes to the north and rough lands along the Ohio that the east-west traffic lanes of the United States have tended to channel, diverging and converging in Illinois at the western end of this great corridor. Another important asset of the state is the navigable Illinois River, which with relatively minor improvements serves as the only direct all-water connection between the Great Lakes and the Gulf of Mexico via the Mississippi Waterway, which borders the state on the west.

Illinois is located at the western end of the manufacturing belt of northeastern United States, one of the foremost concentrations of population and industrial activity of the world. The state, therefore, functions as the point of first assembly for raw materials entering the manufacturing belt from the northwest, west, and southwest. It is also the major manufacturing state nearest to a market area comprising one-half of the nation. Historically, the group of railroads which entered the state from the east before the Civil War were not the same corporate entities which constructed lines from Illinois to the west, northwest, and southwest after the Civil War. Thus, early in its history, Illinois became a major transfer and exchange center between two major groups of railroads. Subsequent transportation developments have also contributed to and emphasized the focal character of Illinois' location. When the fuel-hungry East required the oil and gas of the Southwest and West, the pipelines transporting these mineral fuels converged on Illinois. When the waterways revived, Illinois was the meeting area of the east-west Lakes and Ohio routes and the north-south Mississippi routes. When the airplane entered the scene, Chicago became the second greatest air center of the nation.

In the United States as a resultant of regional supply and demand conditions, there are 11 generally recognizable avenues of traffic concentration. Nine of these are associated in some way with Illinois. More specifically these are: the Northern Trunk route between Chicago and the East; the Southern Trunk route between St. Louis and the East; the Mississippi Valley route; the Chicago-Southeastern route; the Chicago-Southwestern route; the Granger routes between Chicago and the grain producing Northwest; and, finally, the three transcontinental routes, south, central, and north, whose eastward termini are Chicago and St. Louis.

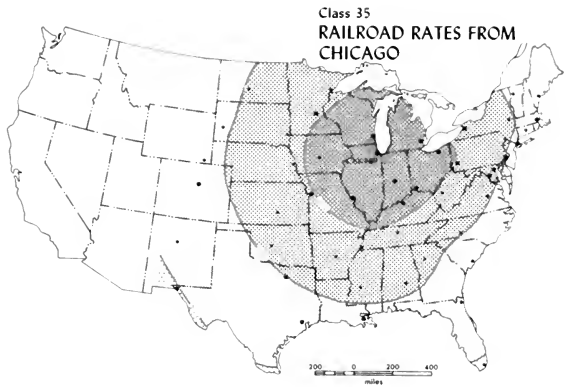
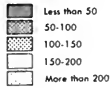
It thus becomes apparent that Illinois is in a unique position with respect to the opportunity to utilize segments of an efficient and advanced transportation system for local purposes and to tap the flow of goods and materials of a vast productive continent to further the progress of its economy.

Illinois also has an advantageous position with regard to the rate structure system of the United States. For example, its centrality within the Uniform Classification Rate Territory gives it a more even distribution of class rates to all points east of the Rockies than areas near the margins of the Territory. Since most freight from beyond

Illinois

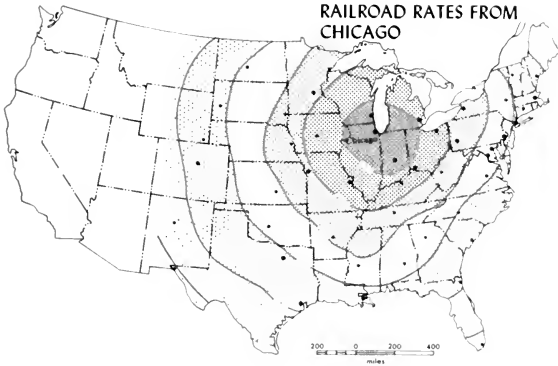
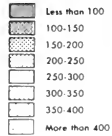
Industrial Planning and Development

Number of Cents per 100 Pounds



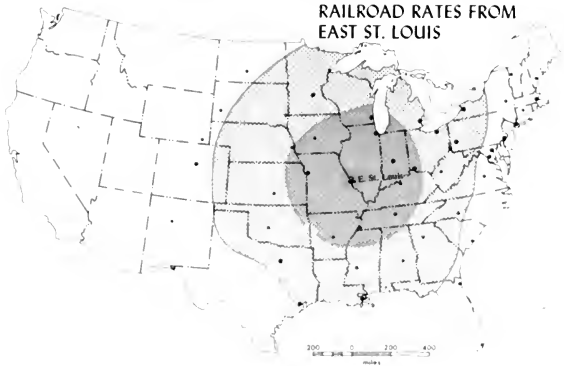
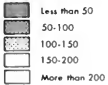
**Class 70
RAILROAD RATES FROM
CHICAGO**

Number of Cents per 100 Pounds



**Class 35
RAILROAD RATES FROM
EAST ST. LOUIS**

Number of Cents per 100 Pounds

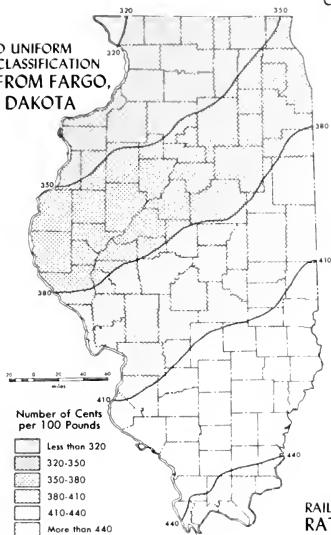


the Rockies moves on commodity rates, it is also substantially in as good a competitive position with respect to trans-Rockies shipments as any area in eastern United States. Blanket area particular rates also apply to Illinois from the competing Atlantic and Gulf ports, a factor which likewise tends to depress rates. Furthermore, the meeting of the two greatest inland waterway systems of North America gives certain areas in Illinois the advantage of low waterway rates, averaging about one cent per ton-mile, and the lowered land transportation rates engendered by competition between water and land carriers. The latest chapter in this land-water competitive situation is the gradual development of export-import rates from and to Chicago and the further depression of rates to coastal points which have resulted from the opening of the improved St. Lawrence Seaway.

Because of the heavy traffic of the state those rate advantages which accrue from large volume shipments are another factor in the Illinois rate advantage position. When specific commodities requiring specialized equipment move essentially from one point of origination to one point of termination in very large quantities, they tend to move via contract or private carriers with transportation costs substantially lower than those for common carriers. Most of the barge movement and a substantial proportion of the truck movement of the state is in this latter category. The extremely large volume of shipments via pipeline, of which the state has extensive mileage, must also be included within the class of goods in which large volume shipments result in a low rate situation.

A final factor in the rate situation in Illinois is the availability to the state of the nation's two greatest railroad centers—Chicago and St. Louis. Historically, the interline competition of railroads gave special advantages to basing points such as Chicago and St. Louis. Although this system has been abandoned, many commodity and proportional rates in existence today stem from this fact and continue to give Illinois points special rate advantages.

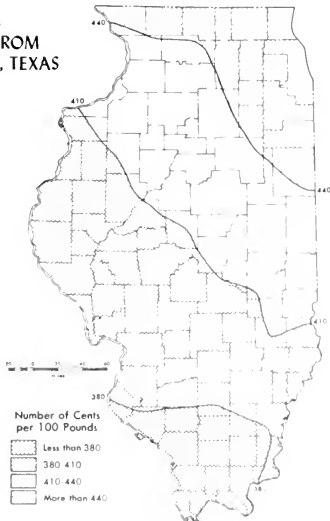
**RAILROAD UNIFORM
FREIGHT CLASSIFICATION
RATES FROM FARGO,
NORTH DAKOTA**
Class 100



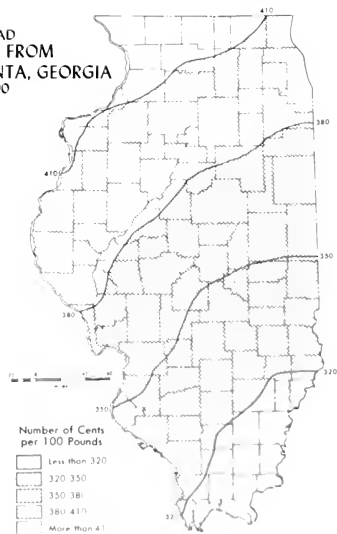
**RAILROAD
RATES FROM
PITTSBURGH,
PENNSYLVANIA**
Class 100



**RAILROAD
RATES FROM
DALLAS, TEXAS**
Class 100



**RAILROAD
RATES FROM
ATLANTA, GEORGIA**
Class 100



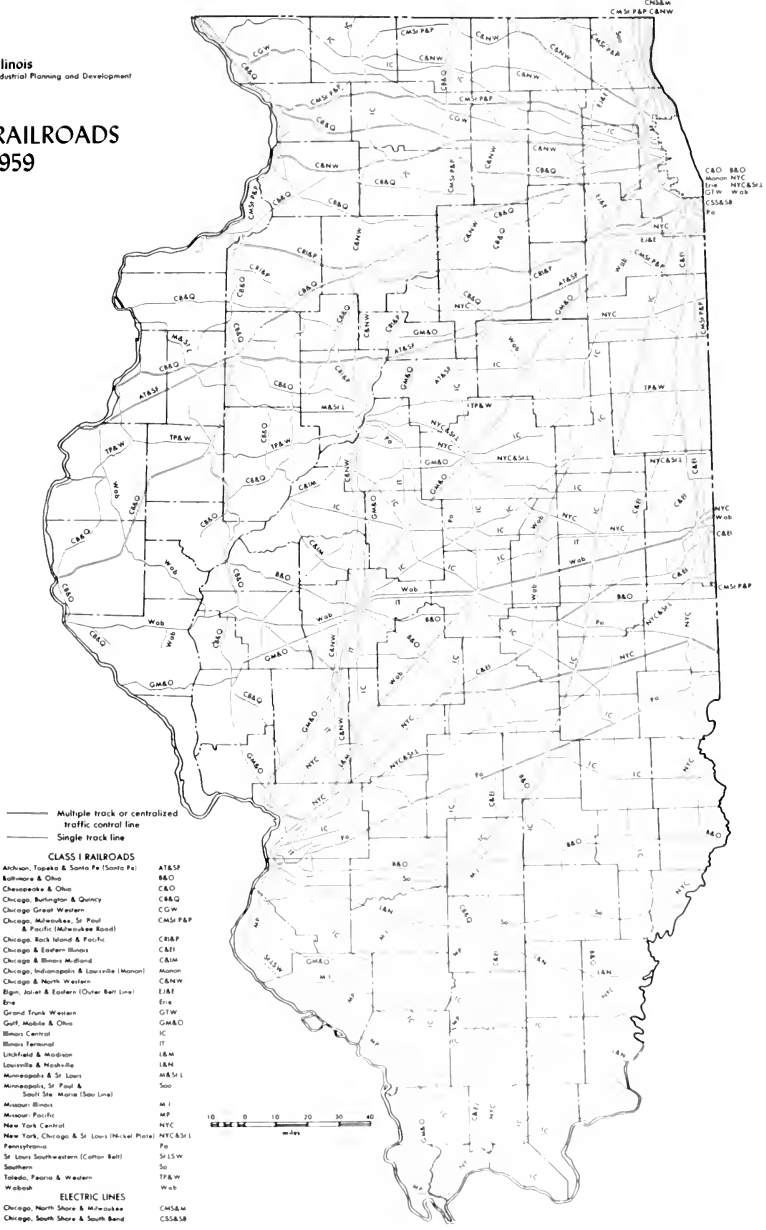
RAILROADS

Illinois is the premier railroad state of the United States. Only Texas, with its much larger area, has a greater mileage of track, while but two states, New Jersey and Massachusetts, have a greater average density of rail lines per square mile of area. The basic framework of this great Illinois system was quickly established between 1850 and 1860 when track mileage increased from 100 to 2790 miles. After 1860, the interstices of the basic framework were gradually filled with branch lines, short-cut lines, and competing lines until the maximum of 12,511 miles of railroad was reached in 1929, with only one of the 102 counties being left without rail service. The abandonment of unprofitable branch lines and some consolidation of routes has since reduced the mileage figure to its present 11,316 miles.

Thirty Class I line-haul railroad companies; 37 Class II, terminal, switching, transfer, and industrial railroad companies; and two of the few remaining electric interurban lines of the nation operate in the state. Standardized equipment and practices combined with appropriate accounting procedures make the exchange of rolling stock between systems physically and economically feasible. The state's entire railroad mileage may, therefore, be considered to be a part of a greater single continental railroad system extending from ocean to ocean and from southern Mexico to Hudson Bay. Quite apart from this integrated movement of traffic, each railroad company has developed its own specialties in shipping and service, specialties which are closely related to the localities served and the competition confronted.

At first glance, the railroad pattern of Illinois appears on the map as a jumble of lines. However, if attention is directed to the heavy duty lines, i.e., lines with more than one track or with automatic train control and signalling systems, a distinct pattern emerges. Radiating out from Chicago to the north, northwest, west, and southwest are the original land grant Granger lines, many of which now perform trans-continental service. In the southern sector the entering lines are railroads serving the north-south Mississippi routeway. Finally there are the tracks of nine railroad companies which enter Chicago from the east; these are concentrated within a narrow corridor just south of Lake Michigan. East St. Louis is the focus of another great arc of radiating railroads which includes three distinctive groups of lines, those giving service to the east, those giving service to the south and southwest, and a number of coal-hauling lines tying the city to Illinois coal fields. A third basic radial pattern is associated with Peoria, a focal point for tracks of 13 different railroad companies. Connections between the three major radial patterns of the state are provided by a number of north-south and east-west connecting and branch lines which in overall perspective appear as an open, rectangular, statewide network.

RAILROADS 1959



- Multiple track or centralized traffic control line
 — Single track line
- CLASS I RAILROADS**
- | | |
|---|---------|
| Akron, Toledo & Santa Fe (Santa Fe) | AT&SF |
| Baltimore & Ohio | B&O |
| Cheesebark & Ohio | CEO |
| Chicago, Burlington & Quincy | CB&Q |
| Chicago Great Western | CGW |
| Chicago, Milwaukee, St. Paul & Pacific (Milwaukee Road) | CM&StP |
| Chicago, Rock Island & Pacific | CRIP |
| Chicago & Eastern Illinois | CEI |
| Chicago & Illinois Midland | CI&M |
| Chicago, Indianapolis & Louisville (Monon) | Monon |
| Chicago & North Western | C&N |
| Elgin, Joliet & Eastern (Oster-Bell Line) | EJ&E |
| Erie | Érie |
| Grand Trunk Western | GTW |
| Gulf, Mobile & Ohio | GMO |
| Illinois Central | IC |
| Illinois Terminal | IT |
| Litchfield & Madison | L&M |
| Louisville & Nashville | L&N |
| Memphis & St. Louis | M&StL |
| Memphis, St. Paul & North Sea Marie (Sea Line) | MS&N |
| Missouri Illinois | M I |
| Missouri Pacific | MP |
| New York Central | NYC |
| New York, Chicago & St. Louis (Nickel Plate) | NYC&StL |
| Pennsylvania | Pa |
| St. Louis Southwestern (Cotton Belt) | StLsw |
| Southern | So |
| Tulsa, Paris & Western | TP&W |
| Webb | Web |
- ELECTRIC LINES**
- | | |
|-----------------------------------|-------|
| Chicago, North Shore & Milwaukee | CN&M |
| Chicago, South Shore & South Bend | CS&SB |

CEO B&O
 Monon NYC
 Erie NYC&StL
 CTW W&W
 CS&SB
 Pa



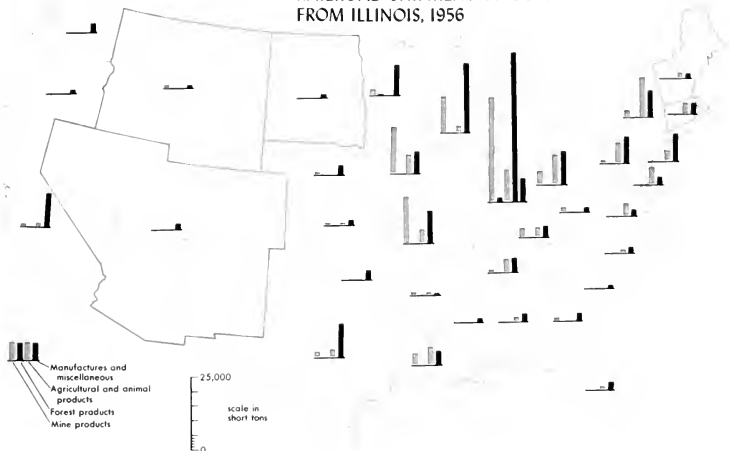
RAILROAD TRAFFIC

The intercity transportation of freight is the major service of railroads. In an average year, 1957, railroads originated 95,732,000 tons and terminated 103,947,000 tons of freight within Illinois. Thus an average of over 20 tons a year is received and shipped by rail for each inhabitant of the state. In addition to the freight carried to and from the state, the rails of Illinois also carry a considerable amount of through freight. This latter traffic is of great indirect benefit in that it insures increased service and more efficient maintenance than would normally be expected. In all, close to 50 percent of the total ton-mileage of intercity freight movement in Illinois is accounted for by railroads. Railroads are also engaged in intercity passenger, intracity passenger, and intracity freight movement. None of these even closely approximates, either relatively or absolutely, the significance of intercity freight movement.

Almost one-half the rail freight terminated in Illinois originates within the state, while another one-quarter originates within about 300 miles of the state borders. Nevertheless, all mainland states of the United States as well as Mexico and Canada contribute to the Illinois-bound traffic. At the same time Illinois-originated products are moving by rail to most of the continent, with the greatest markets within the state and the same 300-mile zone outside the state. The total receipts of the state are from 8 to 12 million tons greater than the out-of-state shipments. Products of mines account for most of this tonnage disparity. Products of forests, with receipts about ten times shipments, show the greatest unbalance. Contrariwise, farm and manufactured products are exported in greater quantities than they are imported. All states west of the Mississippi and south of the Ohio with the exceptions of Iowa, California, and Louisiana ship more to Illinois than they receive. Of the remaining states only Pennsylvania ships more than it receives.

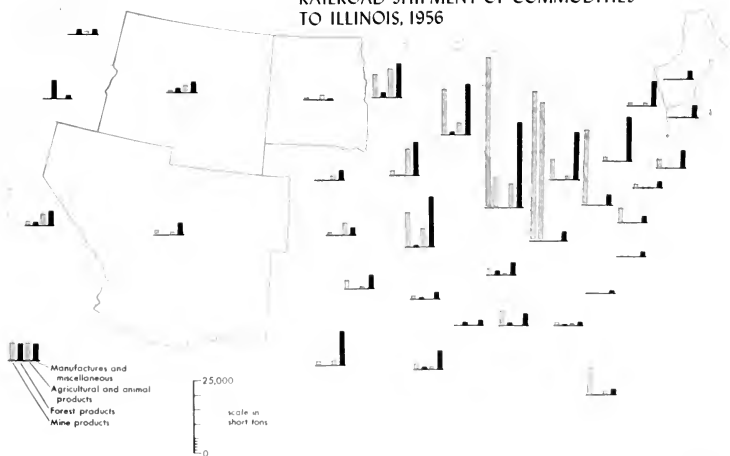
Bituminous coal, gravel, sand, crushed stone, corn, soybeans, and cement are commodities annually contributing over one million tons each to intrastate rail movement. Coke, fertilizers, scrap iron, soybean oil cakes, wheat, and manufactured iron and steel products are also of importance. Bituminous coal alone accounts for 60 percent of all originations and its movement from the coal mines of the state to the Chicago and East St. Louis markets is the most important factor in the intrastate rail flow of Illinois.

RAILROAD SHIPMENT OF COMMODITIES FROM ILLINOIS, 1956



Information from
ICC Carload Waybill Statistics, 1956

RAILROAD SHIPMENT OF COMMODITIES TO ILLINOIS, 1956



RAILROAD TRAFFIC FLOW AND SERVICE

The three types of rail traffic—through, interstate, and intrastate—thus consist of a great variety of commodities from a great variety of originating points destined for a great variety of terminating points. It is not surprising, therefore, that the division of traffic between lines with respect to both density of flow and balance of flow is quite uneven. At least two lines have an annual net flow of over 18 million tons. On the other hand more than one-half the lines carry less than 2 million net tons of traffic annually. On some, more than four times as much traffic tonnage is flowing in one direction as in the other, while for many the balance of flow is almost even. The several Granger and transcontinental roads converging on Chicago through northern Illinois are all lines of heavy flow with eastbound traffic from 50 to 100 percent greater than westbound. This circumstance reflects the west-east movement of bulky raw materials exchanged for processed goods. In southern Illinois a group of lines with less traffic converge on East St. Louis from the east. In this situation, eastbound traffic is only slightly larger than westbound. A collection of lines with well balanced movement and medium tonnage flow connect Chicago and East St. Louis. A fourth group with slightly more northbound than southbound traffic enter the state from the south. These latter railroads become more unbalanced in their flow as coal is added to the northward movement. Several show a balance of as much as four to one in favor of northbound traffic in sections where the full complement of coal travels the lines.

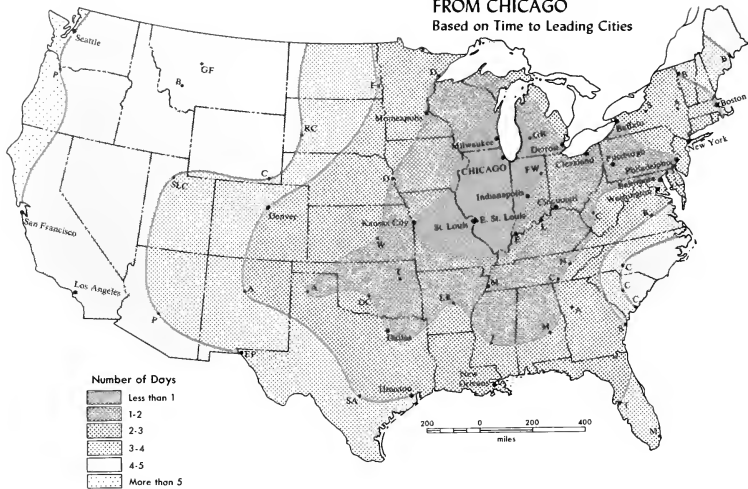
The large number of railroads, many with very heavy flow, gives Illinois shippers special advantages. There is no point in Illinois very far from any one of the some 2500 stations. There are interchange facilities at 90 percent of the railroad crossing points; frequent service is available since heavy tonnage movement requires the scheduling of many trains; and automatic yards reduce terminal delay. Special service and terminal facilities abound; cars for all purposes are available; there are 14 trailer-on-flat-car loading ramps; and icing and refrigeration stations, special loading facilities, and specialized terminal warehouses are all associated with the major terminal areas. Frequent scheduling and over-the-road speed bring every part of the mainland United States to within six days or less of Illinois by scheduled freight. All the greatest national centers of trade except those on the West Coast are less than three days away.

RAILROAD FREIGHT TRAFFIC FLOW 1958

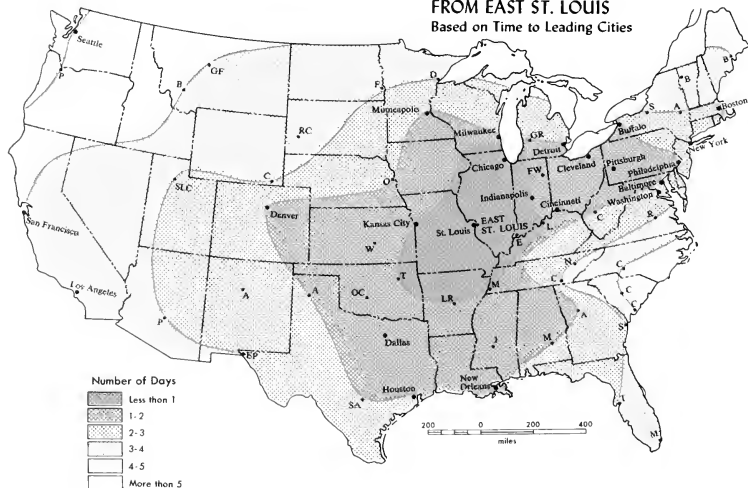
Approximate Net Tons
Per Road Mile



**RAILROAD DELIVERY TIME
FROM CHICAGO**
Based on Time to Leading Cities



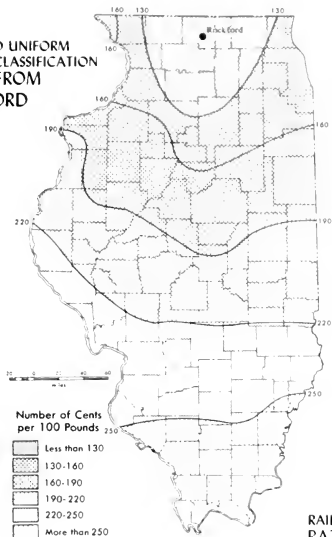
**RAILROAD DELIVERY TIME
FROM EAST ST. LOUIS**
Based on Time to Leading Cities



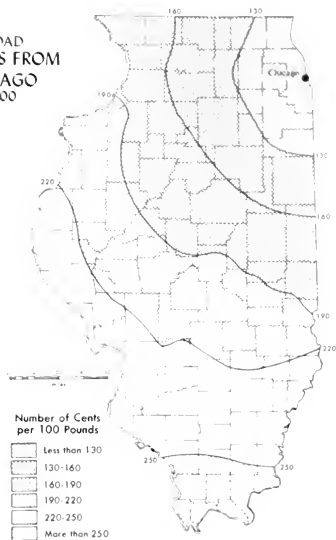
Illinois

Industrial Planning and Development

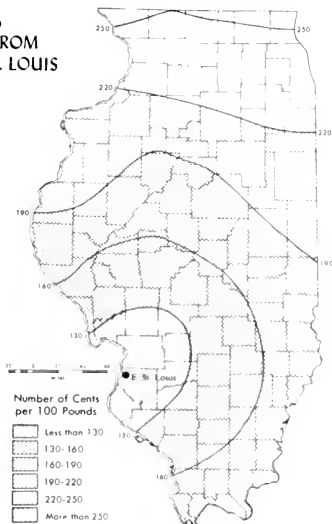
RAILROAD UNIFORM FREIGHT CLASSIFICATION RATES FROM ROCKFORD Class 100



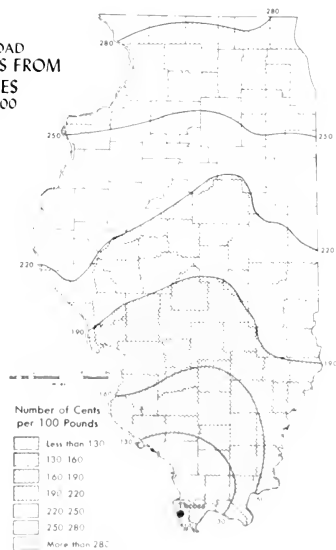
RAILROAD RATES FROM CHICAGO Class 100



RAILROAD RATES FROM EAST ST. LOUIS Class 100



RAILROAD RATES FROM THEBES Class 100

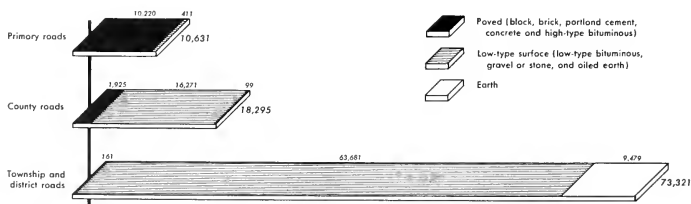


HIGHWAYS, ROADS, AND STREETS

Illinois, with 102,348 miles of roads and 20,886 miles of streets in 1957, ranked fourth among the states in total road, highway, and street mileage. There was, therefore, an average of 2.2 miles of roadway for each square mile of area as of that date. This figure places Illinois ninth among all states in this regard, being outranked chiefly by small, highly urbanized eastern states. The public roads and streets of the state may be divided into five systems: interstate highways, state highways, county highways, township and district roads, and city streets. The first two categories together comprise the state primary system and are state administered, although both receive varying proportions of federal aid. County highways, formerly state-aid highways—often termed secondary roads—are county administered and receive state aid. For about one-half of this mileage federal aid is also supplied. Township and district roads and city streets are financed and administered by the local civil division involved, be it town, city, township, or road district. Most improvements, however, are paid for from funds allotted from motor fuel tax receipts.

The basic framework of the primary highway system of Illinois is provided by the interstate highway pattern. Eventually the 1608 miles of this system will interconnect all of the heavily populated areas of the state and join with other state systems to link Illinois with the commercial and industrial centers of the nation via limited access, high capacity, multilane thoroughfares. Chicago and East St. Louis will be the most important centers in this system in Illinois. Only two states in the nation will have a greater mileage of these strategic highways. At present, in 1960, 236 miles of this system are in use within the state, mostly in the Chicago area.

The remainder of the primary system of highways in Illinois totals 10,630 miles, of which 10,220 miles are paved. Most of this is two-laned, although three, four, and more lanes are not uncommon on the approaches to larger cities. From the pattern of these highways, one may note that they serve all parts of the state largely via a great, open, rectangular network that increases in density in the areas of population concentration.



MILEAGE OF ILLINOIS HIGHWAY SURFACING, 1958

PRIMARY ROADS 1959



SECONDARY AND LOCAL ROADS

The secondary and local rural highways and roads of the state consist of 18,295 miles of county highways and 73,321 miles of township and district roads. Most of the county highways have low-type surfacing including low-type bituminous, gravel or stone, and oiled earth treatment. Roads in this class with one paved and one unpaved lane are still common. The primary functions of the county highway are to serve farm-to-market traffic and to act as feeder roads to primary highways. Township and district roads are almost exclusively unpaved and feature low-type surfacing, with above 10,000 miles as yet unsurfaced.

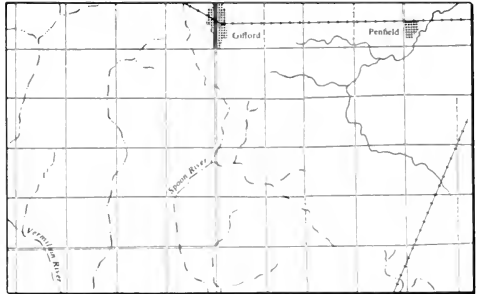
Both types of roads are usually oriented to the survey lines of the original survey system and are commonly spaced at the one-mile intervals basic to this sectional system, thus insuring road access to all rural residences. The road pattern of Compromise Township, Champaign County, provides a good example of the section line system of roads. Faithfulness to the survey lines is even carried on to the extent that the adjustment sections in the center of this particular civil township are reflected by the road pattern. The high percentage of roads with low-type surface and the paved highways connecting small settlements in this township are typical of much of Illinois.

Although adherence to the ideal section line road system is generally quite evident throughout the state, there are areas where the surface configuration factor has made adherence impracticable. Such an area is found in Rice and Elizabeth Township, Jo Daviess County, in the more dissected northwestern corner of the state. Here, there is only the slightest suggestion of rectangularity, with the road system following basically a ridge-and-valley pattern. It should be noted that dead end roads are not uncommon in this situation.

The historical factor also explains certain of the secondary road patterns. In many parts of the state, existing roads and highways follow old trails, pioneer traces, and the immigration routeways which were established before widespread settlement brought about general conformity to the rectangular system. Many of the main highways in the state inherited these routes and are therefore not oriented to the cardinal points of the compass. On a smaller scale, a number of settlements, particularly in the southern part of the state, are associated with radial road patterns whose origins usually preceded the application of the section line principle. The pattern of the Mt. Vernon area illustrates this situation. Incidentally, the deviations from the rectangular system in this area—gaps, irregular spacings, discontinuities—result largely from the presence of stream valleys incised in a generally level surface.

Illinois

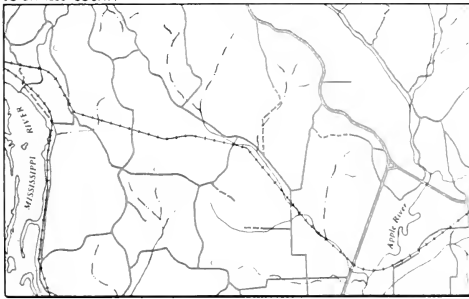
Industrial Planning and Development








CHAMPAIGN COUNTY



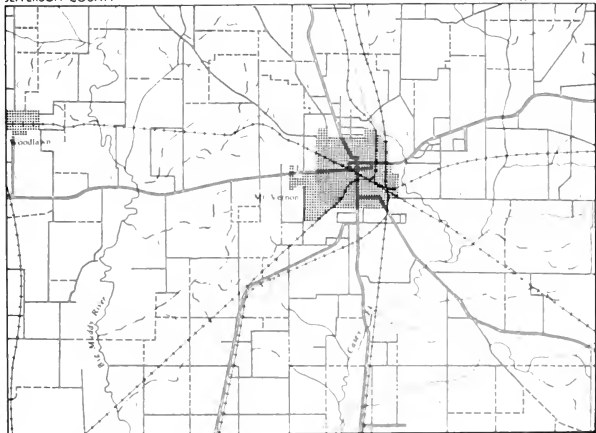
JO DAVIESS COUNTY



LOCAL ROAD PATTERNS

-  Paved surface
-  Low type surface
-  Unsurfaced
-  Railroad
-  County road

JEFFERSON COUNTY



VEHICLES AND TRAFFIC

The dense, widespread road system of Illinois is used principally by the over 3.5 million motor vehicles—passenger cars, busses, and motor trucks—registered in the state. Thus there are more than 28 vehicles for each mile of the total road and street mileage and over 154 vehicles for each paved mile. Vehicle miles logged per year on the system probably exceed an astronomical 35 billion miles.

Most of the vehicle mileage is recorded by the 3.2 million passenger cars operated by some 4.5 million licensed drivers. There is one passenger car for each three inhabitants of the state. Passenger traffic densities vary widely. The state primary system shows the greatest concentration, with an average daily traffic of over 1000 vehicles on nine-tenths of its mileage. Extremes of over 30,000 per day are found on some major cities' streets. Certain key intercity thoroughfares, such as Highways 66, 45, and 30, show counts of over 6000 vehicles a day.

Completing the passenger picture is the transportation supplied by the 12,000 busses registered in the state. Some 6500 of these are the familiar yellow school busses. The bulk of the remainder are engaged in intracity and suburban service. Even busses engaged in intercity service, however, are mainly concerned with local traffic. For instance, in a sample survey conducted by the Interstate Commerce Commission in 1947, it was discovered that almost 75 percent of all tickets sold by intercity bus lines in Illinois were for Illinois destinations. Another 20 percent were for destinations in contiguous states, while less than 7 percent were purchased for destinations scattered throughout the remainder of the United States.

Motor trucks account for about one out of every nine motor vehicles of the state. These may be divided into two groups, the not-for-hire and the for-hire. Within the not-for-hire group are included over 100,000 farm trucks, delivery trucks, and the truck fleets operated by oil companies, construction companies, chain store systems, mining companies, and many manufacturers utilizing them as an integral part of their flow systems. In the for-hire group, trucks tend to be much larger in size and panel and pick-up trucks give way to tractor and trailer or truck and trailer combinations. Although smaller trucks account for about 60 percent of the vehicle mileage, these larger combinations account for about two-thirds of the ton-mileage, a more realistic measure of service performed. There are some 25,000 truck tractors and some 60,000 commercial trailers operated in the state. Carrying from 1300 to over 2000 tractor-truck semitrailers per day, Highway 66 is the leading commercial highway. East-west Highways 34 and 30 combined, however, carry even greater loads. Farther south the main east-west routes, Highways 40 and 50, carry comparably heavy traffic.

AVERAGE TRACTOR-TRUCK SEMITRAILER TRAFFIC



TRUCK SERVICE

Common and contract carrier trucks account for about one-third of the motor vehicle ton-mileage logged in state intercity movement. These trucks are owned or operated by over 17,000 authorized carriers, including 1403 companies with fleets of ten or more vehicles. Over 5000 carriers are authorized in interstate commerce. Both in-state and out-of-state service coverage is wide and gives Illinois fullest advantage of the flexibility of the motor truck in making direct deliveries. Well over 1700 points are serviced by one or more common carrier truck lines; this figure includes 1200 points which are served by truck only. Chicago and St. Louis, including East St. Louis, are transcontinental gateways, and eight major cities—Peoria, Rock Island, Rockford, Quincy, Springfield, Decatur, Danville, and Bloomington—are key interchange points.

One-day delivery from one Illinois point to another is a normal expectation except between the extreme northern and southern parts of the state. Third-day delivery may be expected between key points in Illinois and most of the significant resource and market centers of the United States. From Chicago, only northernmost Maine, the extreme Southwest, and the immediate coastal area of the Northwest are more than five days normal delivery time away. From East St. Louis, only northernmost Maine, coastal North Carolina, and the western fringes of Oregon and Washington are over five days away. If truck load Class 35 rates are utilized as representing a fair approximation of average truck rates, nearly all of United States east of the Rockies is in a zone where rates are less than \$2.00 per 100 pounds from the key points Chicago and St. Louis.

Data derived from a sample survey conducted for an Illinois Commerce Commission hearing in 1954 partially reveals the scope of motor truck carrier activity. This data shows that there was no mainland state of the United States which did not either forward shipments to or receive shipments from Illinois during the two-day sampling period. However, about 50 percent of the tonnage received or sent originated in an area roughly within a 200-mile radius of central Illinois. A 400-mile circle would enclose an area accounting for 75 percent of originations and an 800-mile circle for 90 percent. Although the sample study did not indicate the kinds of commodities shipped, the relationship between number of shipments and tonnage of shipments gives some clue; for example, the closer to Illinois, the greater the tonnage per shipment. Thus for a state like California tonnage was 1 percent of the total for the test period, while the number of shipments was over 2 percent of the total. In contrast, Indiana points accounted for almost 20 percent of tonnage and only slightly over 10 percent of the shipments. Thus, high value general freight in small lots appears to dominate in distance shipments, while low value bulk freight in full cargo proportions appears to dominate local shipments.

MOTOR FREIGHT DELIVERY TIME FROM CHICAGO

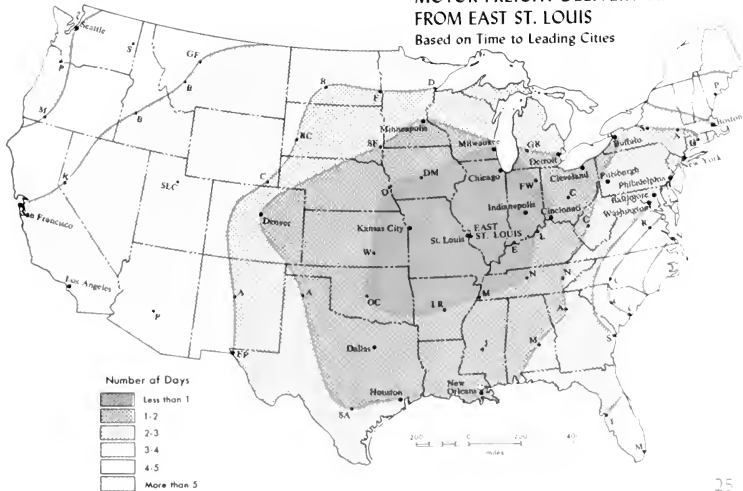
Based on Time to Leading Cities



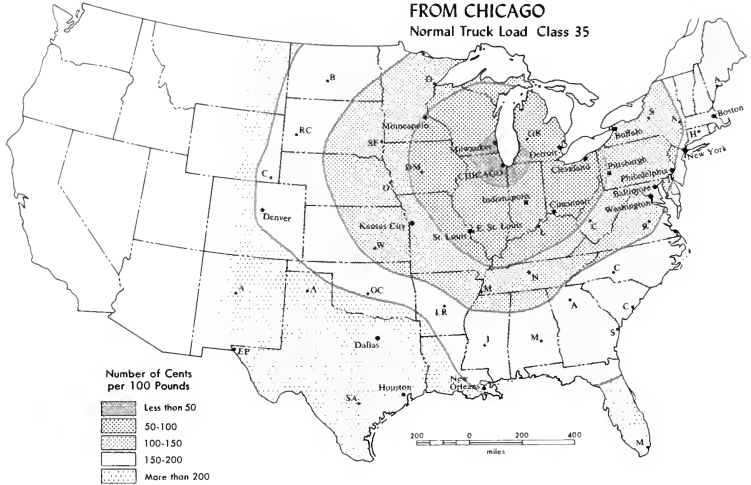
Information from:
Central Motor Freight Association, Inc., of Illinois

MOTOR FREIGHT DELIVERY TIME FROM EAST ST. LOUIS

Based on Time to Leading Cities

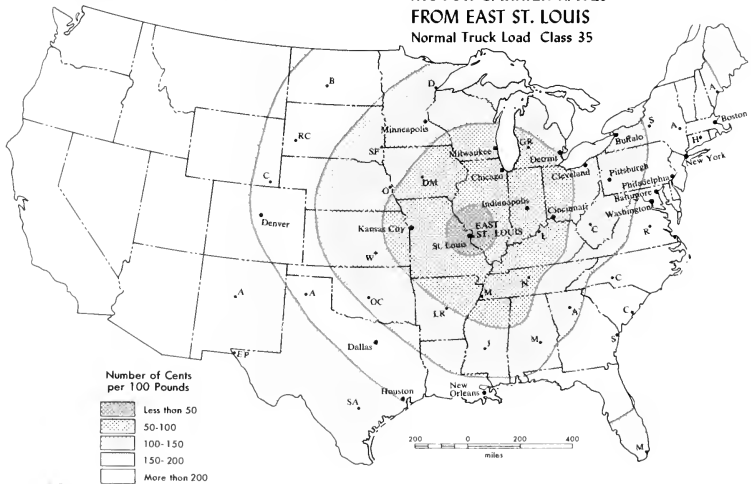


**MOTOR CARRIER RATES
FROM CHICAGO**
Normal Truck Load Class 35

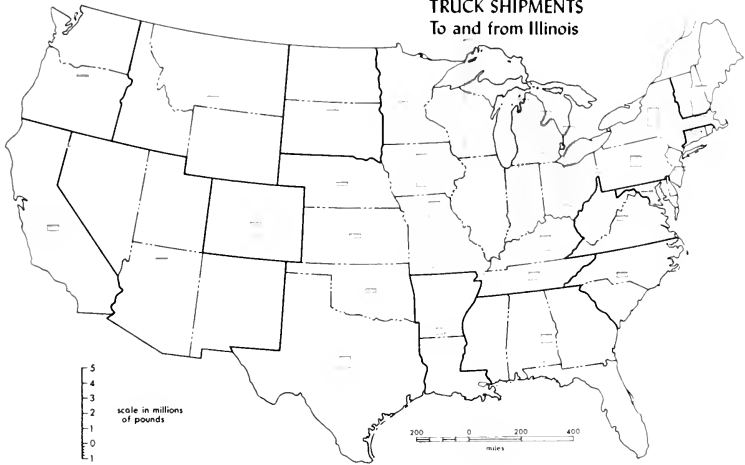


Information from
Central Motor Freight Association, Inc., of Illinois

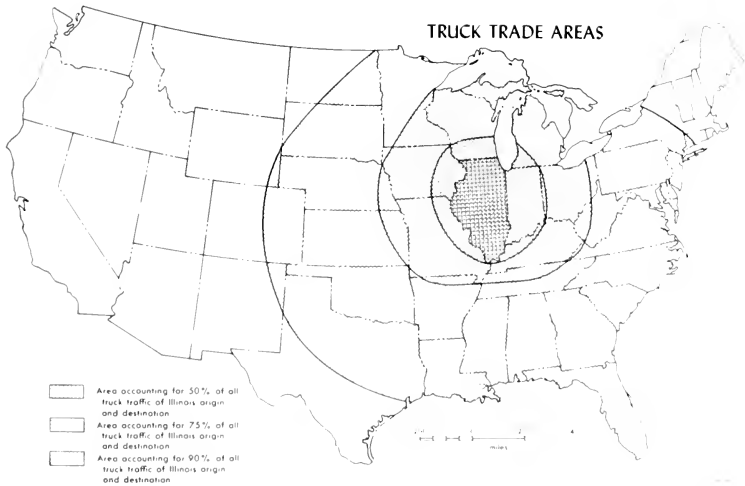
**MOTOR CARRIER RATES
FROM EAST ST. LOUIS**
Normal Truck Load Class 35



**SAMPLE SURVEY OF
TRUCK SHIPMENTS
To and from Illinois**



TRUCK TRADE AREAS



AIR FACILITIES AND AIR SERVICE

With D. Robert Altschul

Some 128 airports of various types are distributed with relative uniformity throughout Illinois. These include commercial and military fields. Most of these are designed for land-based planes, although a few will handle water-landing craft. Not shown on the map are over 500 “restricted landing areas” whose use, other than for emergency needs, is limited by regulation.

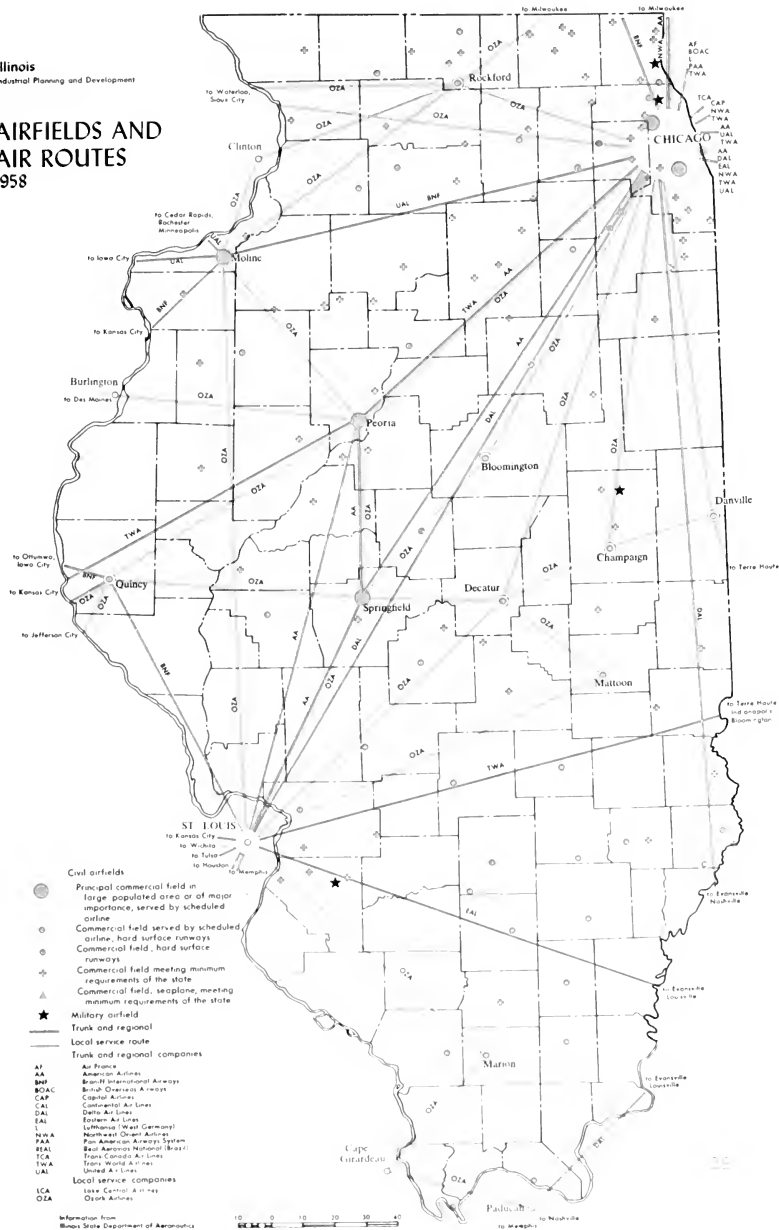
There are some 122 commercial fields for land-based aircraft. These vary in the number and dimensions of their useable runways and in the character of their runway surfaces, repair facilities, and passenger and cargo facilities. Most of the commercial fields accommodate only small- or medium-sized aircraft. These airports serve some of the smaller communities and the services offered are usually nonscheduled. Fourteen commercial airports in Illinois are served by scheduled airlines and are thus equipped to handle the standard medium- or large-sized aircraft used by the major airlines. Chicago’s O’Hare Field, for example, is equipped to handle transcontinental jets. Of these larger airports, six provide cities with trunk airline service. The others are feeder airports, served by scheduled, “local” service airlines. In numerous instances, one commercial airport serves several communities.

Some 21 commercial, scheduled airlines serve Illinois. Of these, 15 are trunk-line carriers that transport passengers as well as mail, express, and freight. Eleven of these operate, totally or in part, between Illinois and cities outside the United States. Other types of scheduled air carriers operating from Illinois airports include: three local service (feeder) lines, two all-cargo carriers, and one helicopter service. Also available are several scheduled and nonscheduled air-taxi services.

Airline operations over Illinois take place along four fairly distinct air lanes focusing on Chicago. This city is the terminus of an extremely dense network of air routes originating on the east coast. Extending west and northwest from Chicago is a second major air lane, over which traffic moves between Illinois and the western and northwestern states. Crossing Illinois in a general northeast-southwest direction are air routes which link Illinois to the major east-west air lane across southern United States. A fourth air lane, of less significance in terms of traffic, extends south-southeast from Chicago, closely paralleling the Illinois-Indiana border.

Air traffic between Illinois and destinations outside the United States moves to and from Chicago. Flights involving stops in the United States prior to embarking overseas follow the air lanes between Chicago and coast cities. The most direct zone of flow for overseas traffic extends northeast from Chicago. Foreign airlines, for example, use this air lane for through and one-stop flights—stopping, for instance, at Montreal—in serving Illinois.

AIRFIELDS AND AIR ROUTES 1958



- Civil airfields**
- Principal commercial field in large populated area or of major importance, served by scheduled airline
 - Commercial field served by scheduled airline, hard surface runways
 - Commercial field, hard surface runways
 - ➔ Commercial field meeting minimum requirements of the state
 - ▲ Commercial field, seaplane, meeting minimum requirements of the state
- Military airfield**
- ★
- Trunk and regional**
- Local service route
 - Trunk and regional companies

- AF Air France
- AA American Airlines
- BAW Braniff International Airways
- BOAC British Overseas Airways
- CAP Capital Airlines
- CAI Continental Air Lines
- DAL Delta Air Lines
- EAL Eastern Air Lines
- L (Lufthansa West Germany)
- NWA & NWA North-west Orient Airlines
- FAA Pan American Airways System
- REAL Best Aeronautics National (Brazil)
- TCA Trans Canada Air Lines
- TWA Trans World Airlines
- UAL United Airlines

- Local service companies**
- Ica Central Airlines
 - OIA Ozark Airlines



AIR TRAFFIC

With D. Robert Altschul

Domestic on-line aircraft departures from Illinois totalled 209,648 in 1958. The traffic handled included 4,266,805 passengers, 24,360.2 tons of air mail, and 57,436.1 tons of cargo. Approximately 80 percent of the aircraft departures, 94.7 percent of the total passengers, 98.1 percent of the air mail tonnage, and 97.1 percent of the total cargo tonnage was handled through Chicago.

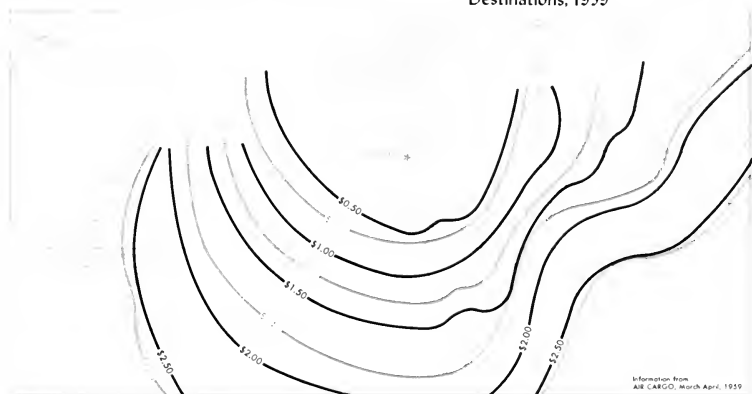
Overseas on-line originations of United States scheduled air carriers operating from Chicago in 1958 included 513 aircraft departures, 16,550 passengers, 164 tons of air mail, and 108.6 tons of cargo. Overseas on-line originations through foreign airlines are estimated at approximately twice these amounts.

The general commodity rates for direct scheduled air shipments from Chicago to other United States cities vary with distance from a minimum of 5 cents per pound to a maximum of 25 cents per pound (as of April, 1959). For example, cost of shipment from Chicago to Detroit is 6 cents per pound; to Boston, 13 cents per pound; to San Francisco, 25 cents per pound. These rates also vary slightly with air carriers and are governed by official tariffs on file with the Civil Aeronautics Board. For shipments of 100 pounds or more the rates per pound are somewhat lower.

General rates for shipping commodities by air from Chicago to overseas destinations are computed on the basis of weight and include a minimum charge per shipment. Assuming direct-line shipment (for example, Chicago to Asian cities via the Pacific Ocean), the highest published rate in international trade falls on shipments between Chicago and Johannesburg, Union of South Africa. These charges are \$2.93 per pound for shipments of less than 100 pounds, and \$2.21 per pound for shipments of 100 pounds or more. Between Chicago and Paris, rates are \$1.35 per pound for shipments of less than 100 pounds and \$1.03 per pound for 100 pounds or above; between Chicago and Mexico City the respective rates are 30 cents per pound and 25 cents per pound. Minimum charges per international shipment from Chicago are \$8.00 or \$9.00.



The advantage of speed that air transportation has over other forms increases with long-distance, nonstop flights. With the recent introduction of commercial jet flights, the speed advantage is even more enhanced, as is shown by the differences in flying time between jet aircraft and "standard" four-engine aircraft in the United States. The speed advantage of jets over other aircraft increases with distance, and to date large commercial jets generally are not used for short-distance flights from Chicago. With the inauguration of nonstop and one-stop jet flights to Europe, it is possible to reach most European cities in less than 10 hours of flying time. By jet, all important overseas destinations can be reached in less than 20 hours of flying time from Chicago.

GENERAL AIR COMMODITY RATES between Chicago and Overseas Destinations, 1959

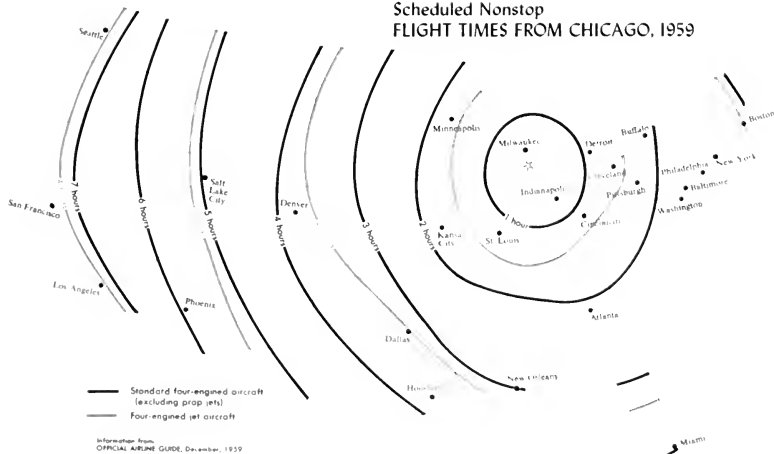




Information from
AIR CARGO, March-April, 1959

Reverse

-  Rate per pound for shipment of 100 pounds or more
-  Rate per pound for shipment under 100 pounds

Scheduled Nonstop FLIGHT TIMES FROM CHICAGO, 1959



-  Standard four-engined aircraft (excluding prop jets)
-  Four-engined jet aircraft

Information from
OFFICIAL AIRLINE GUIDE, December, 1959

PIPELINES

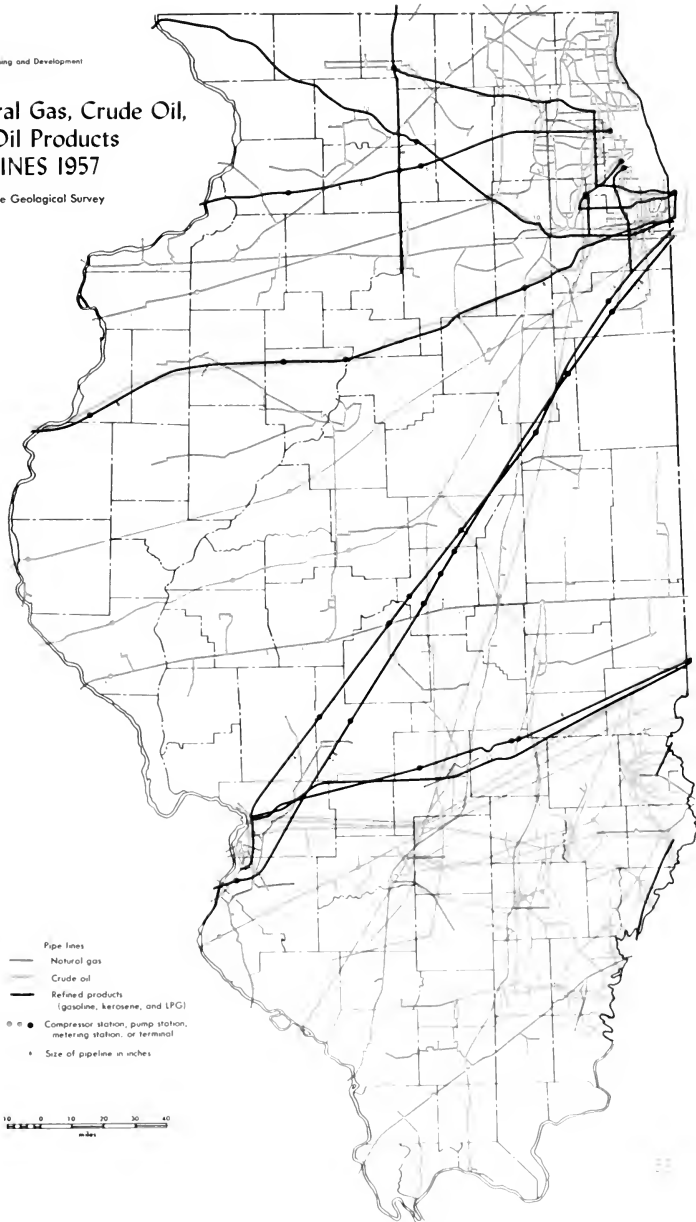
Illinois, a large producer and even larger consumer of nonsolid mineral fuels, has a well developed system of pipelines for transporting these materials. The grand total of over 35,000 miles of line consists of some 3600 miles of gathering lines, moving crude oil and gas from wells to storage facilities within the producing fields; approximately 4500 miles of crude oil trunk lines, carrying crude oil from field storage to refineries; some 2200 miles of refined products trunk lines, transporting refined products from refineries to consuming centers; and finally, over 24,000 miles of gas pipelines which directly connect producing fields and their markets. Speed of flow through these lines is fairly constant, varying from 3 to 6 miles per hour, with the higher speeds associated with pipes of greater diameter. There is proportionately less friction in the larger pipes and, since they are usually newer, the pumping systems are most often modern and efficient. Gathering lines, the older crude trunk lines, and refined products lines in Illinois are generally less than 10 inches in diameter. The newer crude trunk lines are generally about 20 inches in diameter, while the gas trunk lines are normally between 20 and 30 inches.

There are three pipeline systems within the state. One, associated with the producing area of southern Illinois, consists of a rather widespread network of gathering lines and a series of crude oil trunk lines feeding the refineries of the Wood River District and the Wabash Valley. Another assembly of pipelines, originating in the producing areas of Texas, Louisiana, Oklahoma, and Kansas, helps meet the tremendous demand for nonsolid mineral fuels in Illinois, a demand which has far outstripped the state's capacity to produce. These lines converge in the Chicago Metropolitan Area with the crude oil and refined products lines entering largely from the southwest and the principal gas lines from the west and south. These lines carried most of the estimated 153.2 million barrels of oil brought into Illinois in 1957, and all of the 400 billion cubic feet of gas imported the same year.

Illinois is also spanned by pipelines supplying deficit areas to the north and east. Most of the west-east lines crossing the south-central part of the state are "bridge" lines of this sort. Included in this group are the "Big Inch" and "Little Inch" lines of World War II fame. Many of these through lines can be and have been tapped to supply local power, heating, and industrial demands. The Chicago Metropolitan Area is a nationally important processing point in the through movement of nonsolid mineral fuels, serving particularly as a refining and transshipment center for areas to the north and northeast.

Natural Gas, Crude Oil, and Oil Products PIPELINES 1957

Illinois State Geological Survey



WATER TRANSPORTATION FACILITIES

With James F. Goff

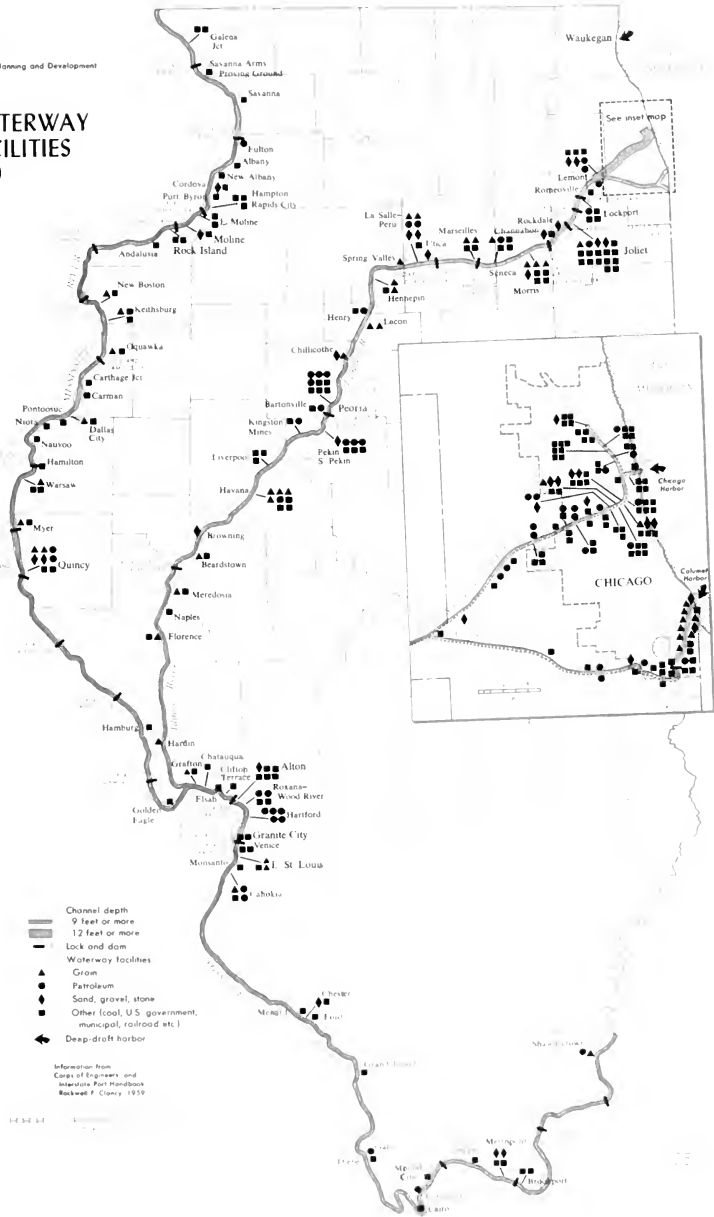
Water transportation is available to Illinois by way of both of the principal waterway systems of North America, the Great Lakes and the Mississippi Waterway with its various extensions. The ports of the Chicago area provide ready access to all Great Lakes ports and via the St. Lawrence Seaway to all world ocean ports as well. Five hundred eighty-one miles of Mississippi River frontage and 113 miles of Ohio River frontage bordering the state, along with 330 miles of the Illinois Waterway, give unequaled opportunity for access to all parts of the Mississippi System and the connecting Intracoastal Waterway System. The Illinois Waterway, consisting of the Illinois River, the Chicago Sanitary and Ship Canal, the Calumet-Sag Channel, and the Chicago River, is of particular significance since it provides the only direct all-water connection between the two major continental waterway systems.

A ruling depth of 27 feet and winter ice are the chief limiting factors of the Great Lakes System. On the inland waterways, depth and width of channel and lock capacity are specific controlling factors. The channels of the four divisions of the Illinois Waterway are 9 feet deep and generally 225 feet wide. The Chicago Sanitary and Ship Canal, however, has a depth of 12 feet. On the other hand, the Calumet-Sag Channel, for long only 50 feet wide, is now being expanded to 225 feet to permit two-way traffic. This construction should be completed by 1963. In the future, the Sanitary Canal section from Sag Junction to Lockport will be widened to 225 feet from its present 160 feet. The Mississippi and Ohio have 225-foot channels with minimum depths of 9 feet. Standard locks on these waterways are 110 feet wide and 600 feet long. Chain-of-Rocks Lock on the Mississippi, however, is 1200 feet long and a program is underway to install locks of this length on the entire Ohio.

Barges operating on the waterways vary in size from 26 by 175 feet to 48 by 300 feet, and their capacities range from 800 to 3000 tons. They are of various designs, to carry dry bulk, liquid bulk, or general cargo commodities. Special barges are available for products such as cement and alcohol. The barges, grouped six or more to a tow, are pushed by a towboat. On the Illinois Waterway, the largest towboats are 165 by 35 feet. Crowded conditions above Brandon Road Lock, however, require towboats of about half these dimensions, and the barges in the tow are reduced to three or four.

Ore boats, tankers, car ferries, general cargo ships and boats, lake-ocean bulk carriers, and passenger boats are among the many types of vessels traversing the lakes. The most familiar and common type is the long ore boat with capacities among the newer and larger ones exceeding 20,000 tons of cargo. The ships especially designed for lake-ocean service now in operation carry up to 15,000 tons of grain, or from two to three times as much as ordinary seagoing tramps.

WATERWAY FACILITIES 1959



WATER TRANSPORTATION TRAFFIC

With James F. Goff

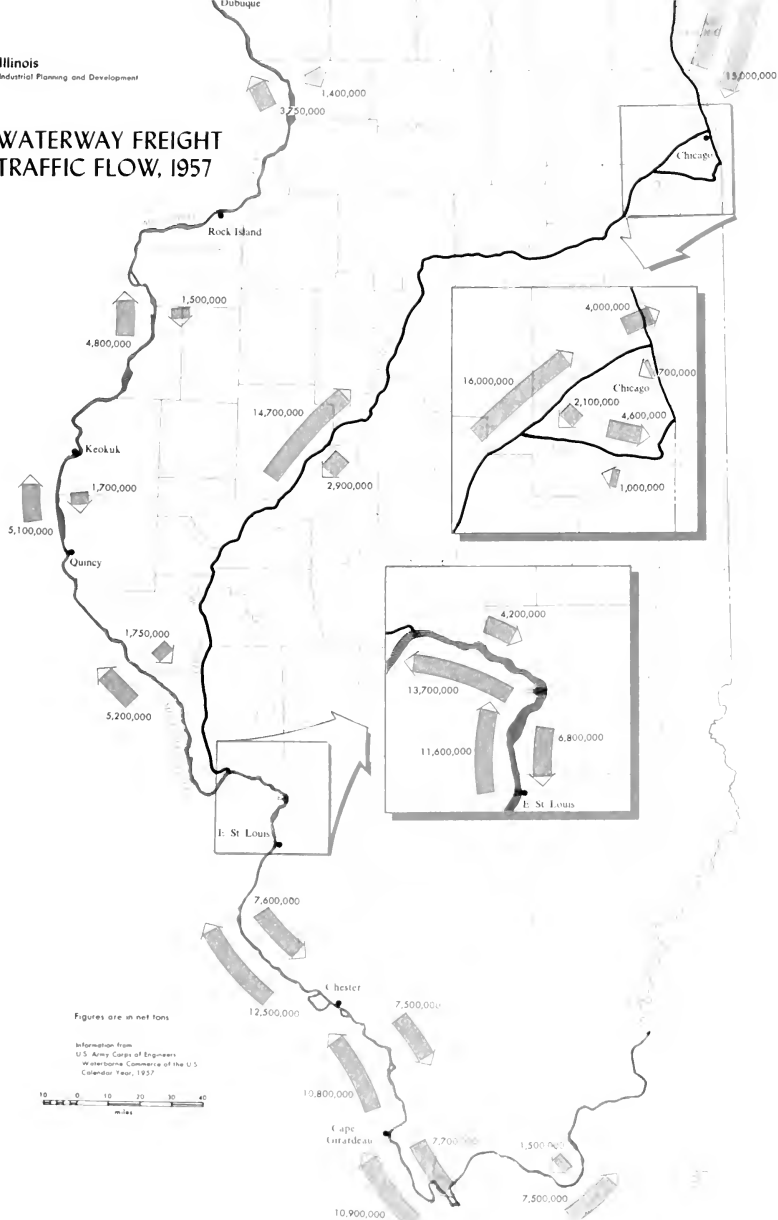
Commodities carried on the waterways are mainly bulky products in not too great a variety. On the Illinois Waterway, for example, 33 percent of the cargo tonnage is accounted for by petroleum products, 25 percent by bituminous coal, and 17 percent by sand, gravel, and crushed stone. Grain is the only other commodity accounting for more than 5 percent of the total movement. Cargo distributions on the Mississippi and Ohio are very similar. On the Great Lakes, wood pulp, iron ore, and limestone are other bulk items moved in great quantities, with general cargoes becoming more important with the development of the Seaway. There is considerable unbalance in the flow of waterway traffic. About 85 percent of the total traffic on the Illinois Waterway is upbound (northbound). On the Mississippi above St. Louis 75 percent is upbound, while below St. Louis 60 percent is upbound. On the Ohio adjacent to Illinois 80 percent is upbound (eastbound). Lake traffic tonnage into the Chicago area is some 30 percent greater inbound than outbound in spite of Chicago's importance as a grain and petroleum products shipping point. The great distance that these bulk products are shipped, from points extending all the way from northern Minnesota to southern Quebec on the north and from the Texas Gulf coast to southern Florida on the south, indicates the most important service of the waterways—the long-distance and low-cost movement of raw materials basic to modern heavy industry.

Docking facilities are highly specialized and reflect the dominant commodities carried on particular segments of the waterways. For instance, coal loading docks are located at Alton and Havana near active coal fields, petroleum docks are close to the Wood River and Lemont refineries, and many grain loading facilities are found at Morris in the heart of a fertile agricultural area. Most of the port and dock facilities are operated by private barge lines, although a trend toward municipally controlled facilities has begun. The greatest concentration of terminal facilities is in the Chicago and St. Louis areas, with a fairly even distribution of docks elsewhere along the waterways.

There are three types of inland waterway carriers: common, contract, and private. On the Illinois Waterway there are 7 common carrier companies in operation, 15 contract carriers, and 13 private carriers. The large number of contract and private carriers reflects to a considerable degree the specialized nature of waterway traffic, wherein large quantities of a single bulk commodity are moving by means of specialized equipment from a single source to a single destination.

A full analysis of the Chicago-overseas traffic is contained in volumes 1 and 2 of *The St. Lawrence Seaway: Its Impact, by 1965, Upon Industry of Metropolitan Chicago and Illinois Waterway-Associated Areas* (see reference list).

WATERWAY FREIGHT TRAFFIC FLOW, 1957



THE CHICAGO TRANSPORTATION CENTER

With Hershel C. Reeves

Chicago is the major transportation center of the nation. It is the focal point of the highly productive Midwest and provides a gateway to national and world markets. Approximately 380 million tons of freight move in, out, and through the city annually.

Railroads account for about 47 percent of the tonnage movement, including the more than 45 million tons which originate in Chicago. Highway traffic accounts for the in and out movement of approximately 101 million tons annually. Over 13 million tons enter Chicago via the Illinois River, while almost 3 million tons leave by the same route. About 26 million tons are transported via the Great Lakes. Normally, imports are one-third greater than exports, although this ratio fluctuates from year to year. Chicago handles over one-third of the direct overseas traffic of all United States ports on the Great Lakes. Pipelines carry an estimated 52 million tons of crude petroleum, petroleum products, and natural gas into the Chicago area. Although small by comparison, the 85,000 tons of freight carried by airplane represent the largest movement for any point in the United States.

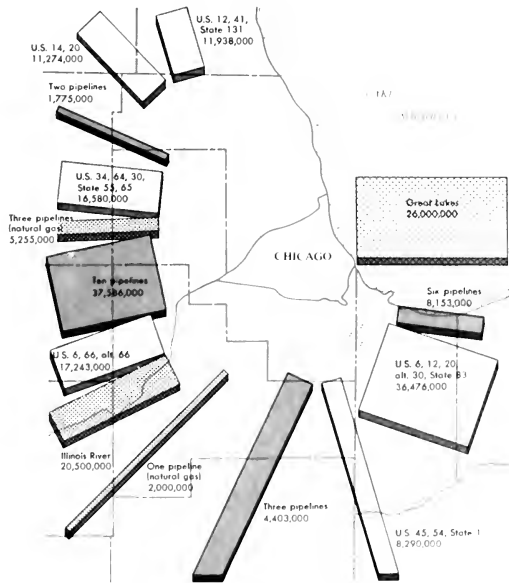
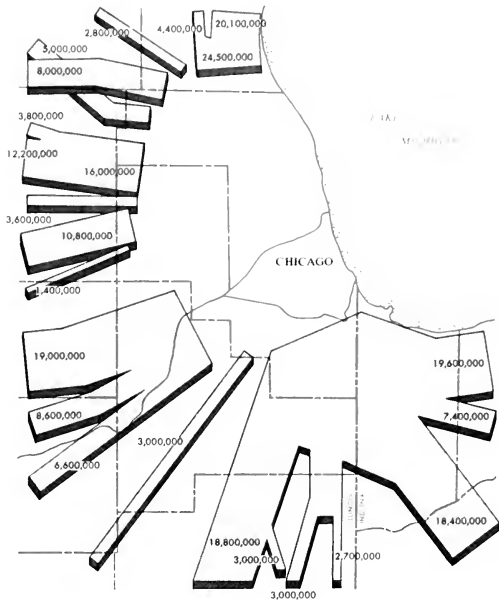
Terminal facilities for railroads, highway carriers, and waterways are by necessity extensive. Almost all of the primary classification yards used to assemble outbound trains or to break up the inbound traffic are located on the periphery of the city. Yards and trunk lines are located so as to minimize reverse or back-haul movement of freight. The more than 200 freight yards have a total capacity of nearly a quarter of a million freight cars. Altogether there are upwards of 5000 points in the Chicago terminal district where cars are delivered for loading and unloading. Railroad freight terminals surround the central business district (Loop). There has been a recent tendency to locate terminals near the edge of the city rather than close to its center. To reach the terminals in the metropolitan areas, the 28 radial routes of the 21 railway systems serving the city are channeled along seven major routes.

The large volume of freight moving in and out of the city by highway carrier also requires numerous terminal facilities. The greatest concentration of highway freight traffic is from the south and southeast, and about 70 percent of all the city-bound truck common carrier traffic has as its goal the area bounded by 55th Street and Damen, Chicago, and Indiana Avenues. The major groupings of terminals are south and southwest of the central business district, while smaller agglomerations are widely scattered.

There are 163 terminal facilities to accommodate the waterway traffic. About 35 percent of these are located along the Chicago and Sanitary Ship Canal. Other large concentrations are found along the Chicago River (North and South Branches), Calumet River, and the Little Calumet River.

**Estimated Annual
FREIGHT TRAFFIC DENSITY
on Trunk Railroads
CHICAGO, 1958**

Figures are in net tons.
Each flow line includes traffic
moving in both directions.



**Estimated Annual
FREIGHT TRAFFIC DENSITY
on Highways and Waterways
and in Pipelines
CHICAGO, 1958**

- Highway
- Illinois River
- Great Lakes
- Petroleum and petroleum products pipeline
- Natural gas pipeline

Figures are in net tons.
Each flow line includes traffic
moving in both directions.

THE EAST ST. LOUIS TRANSPORTATION CENTER

Richard L. Day

East St. Louis and vicinity is the principal rail terminal of greater St. Louis. Fifteen of the 18 line-haul railroads entering the metropolitan area converge here, and 13 large classification yards and 11 freight houses are in service. Cars are interchanged from one railroad to another at many points. Much of the St. Louis area's piggyback traffic is handled here. Of the nearly 400 truck lines, transfer companies, and freight forwarders serving greater St. Louis, 15 have established headquarters or terminals in East St. Louis. Along the Mississippi River front in and near East St. Louis are eight private barge docks for handling specific bulk commodities, including grain, petroleum products, coal, and liquid chemicals. There is also a general purpose dock. Two 22-inch natural gas, one 10-inch crude oil, and two eight-inch petroleum products pipelines make deliveries to the East St. Louis area, while one 10-inch products pipeline originates at a refinery just south of the city.

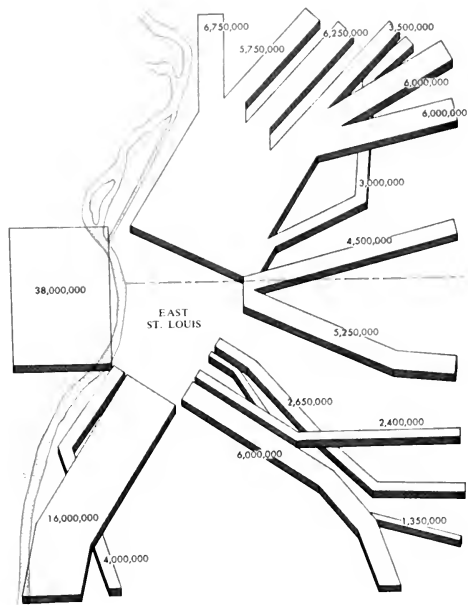
Total through freight traffic in the East St. Louis area was estimated to be about 81 million tons in 1956, total terminating traffic about 12.5 million tons, and total originating traffic about 10.3 million tons. Consequently, 78 percent of all freight traffic was through traffic, although some of it originated or terminated elsewhere in the Metropolitan St. Louis area. The railroads moved about 60 percent of all freight tonnage in the terminal, trucks 19 percent, barges 14 percent, and pipelines 7 percent.

The dominant orientation of freight flow with respect to the East St. Louis gateway is along a northeast-southwest axis which links the American Industrial Belt northeast of the gateway with the abundant resources and rapidly growing new industrial centers to the southwest, especially in Texas. About 85 percent of the through freight flow and much of the traffic originating and terminating within the East St. Louis area moves along this axis. A greater tonnage moves toward the northeast than toward the southwest.

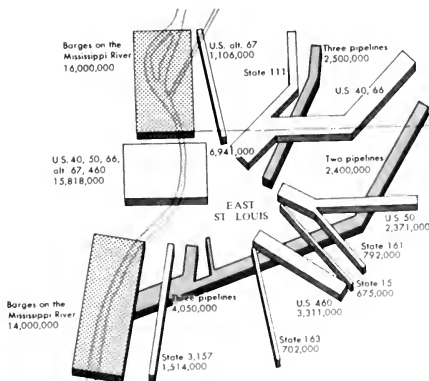
Petroleum products account for the largest share of through freight traffic in the East St. Louis area, but in comparison to the composition of all freight traffic generated in the United States, the following commodity groups move through in two to four times the national proportion: chemicals, primary metal products, machinery (including electrical), transportation equipment, paper products, lumber, and food products. Offsetting the above average commodity movements is the far smaller than average proportion of through unprocessed minerals traffic. Unprocessed minerals, predominately crude oil and coal, do, however, account for as much as 60 percent of the freight tonnage terminated in the East St. Louis area. Petroleum products are the leading category of originated traffic, being responsible for about 40 percent of the outbound freight tonnage.

Estimated Annual
FREIGHT TRAFFIC DENSITY
on Trunk Railroads
EAST ST. LOUIS, 1956

Each flow line includes traffic moving in both directions.



Richard L. Day
University of Florida



Estimated Annual
FREIGHT TRAFFIC DENSITY
on Highways and Waterways
and in Pipelines
EAST ST. LOUIS, 1956

Highway
Mississippi River
Pipeline

Figures are in net tons.
Each flow line includes traffic moving in both directions.

STATE AGENCIES DEALING WITH TRANSPORTATION

Illinois Commerce Commission

The Commission regulates several thousand utility companies selling their services in Illinois, including gas pipeline, steam and electric railroad, water pipeline, express, sleeping car, motor carrier, public grain elevator, wharfinger, and airline companies. Municipally owned and operated utilities are not under the jurisdiction of the Commission.

The primary duty of the Illinois Commerce Commission is to make certain that residents of the state using utility service receive continuously safe, efficient, and uninterrupted service at reasonable prices. The Commission maintains staffs of engineering, accounting, and rate experts. Information relating to transportation is filed with the Commission in two categories: the annual reports of all common carriers in the state, and the dockets of cases considered by the Commission.

Department of Public Works and Buildings

This department contains two divisions concerned with transportation, the Division of Highways and the Division of Waterways. The Division of Highways is concerned with the design, construction, financing, and operation of state highways. Within the Division, the Bureau of Research and Planning is responsible for most research projects, such as road inventory data, redrawing county highway maps, conducting traffic and economic studies, and planning and programming highway costs. The Division of Waterways is charged with administering the laws and regulations which protect the interest of the people in the public waters of the state. Publications relating to transportation include the annual report of the Division of Highways, the annual report of the Division of Waterways, a state highway map, *Annual State Highway Program*, *The State Highway Story*, and *Highway Bulletin*, a bimonthly publication.

Department of Aeronautics

The Department of Aeronautics has the power and authority to establish definite procedures and regulations to supplement and strengthen the laws and regulations of the Federal Civil Aeronautics Board and the Civil Aeronautics Administration. The Department can adopt and enforce proper zoning regulations in regard to the airport approach zones of public airports, and has the authority to act as agent for counties, cities, and airport authorities in developing and operating airports. The Department has undertaken surveys of aviation conditions in Illinois, in preparation for anticipated expansion in air travel. Publications include an annual report, *Rules and Regulations of the Illinois Department of Aeronautics*, *Aviation Directory*, *Index of Airport-Ownning Municipalities*, *Illinois Aeronautical Chart*, *Airport Zoning Guide*, and *Illinois Aviation*, a bimonthly publication.

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INDEX OF COUNTIES, CITIES, AND TOWNS

Incorporated Cities and Towns with Populations of 1000 or more in 1950

COUNTIES

<i>County</i>	<i>Map Coordinate</i>	<i>County</i>	<i>Map Coordinate</i>	<i>County</i>	<i>Map Coordinate</i>	<i>County</i>	<i>Map Coordinate</i>
Adams	A-8	Ford	G-6	Livingston	G-5	Randolph	D-13
Alexander	E-16	Franklin	F-13	Logan	E-7	Richland	H-11
Bond	E-11	Fulton	D-6	McDonough	B-6	Rock Island	B-4
Boone	F-1	Gallatin	H-14	McHenry	G-1	St. Clair	D-12
Brown	B-8	Greene	C-10	McLean	F-6	Saline	G-14
Bureau	E-4	Grundy	G-4	Macon	F-8	Sangamon	E-9
Calhoun	B-10	Hamilton	G-13	Macoupin	D-10	Schuyler	C-7
Carroll	D-2	Hancock	A-7	Madison	D-11	Scott	C-9
Cass	C-8	Hardin	H-15	Marion	F-12	Shelby	G-10
Champaign	H-7	Henderson	B-5	Marshall	F-5	Stark	D-5
Christian	E-9	Henry	D-4	Mason	D-7	Stephenson	E-1
Clark	J-10	Iroquois	J-6	Massac	F-16	Tazewell	E-6
Clay	G-11	Jackson	E-14	Menard	D-8	Union	E-15
Clinton	E-12	Jasper	H-10	Mercer	B-4	Vermilion	J-7
Coles	H-9	Jefferson	F-13	Monroe	C-13	Wabash	J-12
Cook	J-2	Jersey	C-10	Montgomery	E-10	Warren	C-6
Crawford	J-11	Jo Daviess	C-1	Morgan	C-1	Washington	E-12
Cumberland	H-10	Johnson	F-15	Moultrie	G-9	Wayne	G-12
De Kalb	F-2	Kane	G-2	Ogle	E-2	White	H-13
De Witt	F-7	Kankakee	H-4	Peoria	D-5	Whiteside	D-3
Douglas	H-8	Kendall	G-3	Perry	E-13	Will	H-4
Du Page	H-2	Knox	C-5	Piatt	G-8	Williamson	F-14
Edgar	J-9	Lake	H-1	Pike	B-9	Winnebago	F-1
Edwards	H-12	La Salle	F-4	Pope	G-15	Woodford	F-5
Effingham	G-10	Lawrence	J-11	Pulaski	F-16		
Fayette	F-10	Lee	E-3	Putnam	E-4		

CITIES AND TOWNS

<i>Place</i>	<i>Map Coordinate</i>	<i>Population</i>	<i>County</i>	<i>Place</i>	<i>Map Coordinate</i>	<i>Population</i>	<i>County</i>
Abington	C-5	3,330	Knox	Auburn	D-9	1,963	Sangamon
Albion *	H-12	2,287	Edwards	Aurora	G-3	50,576	Kane
Aledo *	B-4	2,919	Mercer	Barrington	H-1	4,209	Cook-Lake
Algonquin	G-1	1,223	McHenry	Barry	B-9	1,529	Pike
Alorton	C-12	2,547	St. Clair	Bartonville	E-6	2,437	Peoria
Alsip	J-3	1,228	Cook	Batavia	G-2	5,838	Kane
Altamont	G-10	1,580	Effingham	Beardstown	C-8	6,080	Cass
Alton	C-11	32,550	Madison	Beckemeyer	E-12	1,045	Clinton
Amboy	E-3	2,128	Lee	Belleville *	D-12	32,721	St. Clair
Anna	E-15	4,380	Union	Bellevue	E-6	1,529	Peoria
Antioch	H-1	1,307	Lake	Bellwood	H-2	8,746	Cook
Arcola	H-9	1,700	Douglas	Belvidere *	F-1	9,422	Boone
Arlington Hts.	G-2	8,768	Cook	Bement	G-8	1,459	Piatt
Arthur	G-8	1,573	Douglas-	Benld	D-10	2,093	Macoupin
			Moultrie	Bensenville	H-2	3,754	Du Page
Ashland	D-8	1,039	Cass	Benton *	F-13	7,848	Franklin
Assumption	F-9	1,466	Christian	Berkeley	H-2	1,882	Cook
Astoria	C-7	1,308	Fulton	Berwyn	J-2	51,280	Cook
Athens	D-8	1,048	Menard	Bethalto	D-11	2,115	Madison
Atlanta	E-7	1,331	Logan	Bloomington *	F-6	34,163	McLean

* County Seat

Place	Map Coordinate	Population	County	Place	Map Coordinate	Population	County
Blue Island	J-3	17,622	Cook	Dallas City	A-6	1,275	Hancock-Henderson
Bourbonnais	H-4	1,598	Kankakee	Danville *	J-7	37,864	Vermilion
Braidley	H-4	5,699	Kankakee	Decatur *	F-8	66,269	Macon
Braidwood	H-4	1,485	Will	Deerfield	J-1	3,288	Lake
Breese	E-12	2,181	Clinton	De Kalb	G-2	11,708	De Kalb
Bridgeport	J-11	2,358	Lawrence	Delavan	E-7	1,248	Tazewell
Bridgeview	J-3	1,393	Cook	Depue	E-4	2,163	Bureau
Broadview	H-2	5,196	Cook	Des Plaines	H-2	14,994	Cook
Brookfield	H-2	15,472	Cook	Divernon	E-9	1,013	Sangamon
Brooklyn	C-12	2,568	St. Clair	Dixmoor	J-3	1,327	Cook
Brookport	G-16	1,119	Massac	Dixon *	E-2	11,523	Lee
Bunker Hill	D-11	1,238	Macoupin	Dolton	J-3	5,558	Cook
Burnham	J-3	1,331	Cook	Downers Grove	H-3	11,886	Du Page
Bushnell	C-6	3,317	McDonough	Dupo	C-12	2,239	St. Clair
Byron	E-1	1,237	Ogle	Du Quoin	E-14	7,147	Perry
Cairo *	F-16	12,123	Alexander	Dwight	G-5	2,843	Livingston
Calumet City	J-3	15,799	Cook	Earlville	F-3	1,217	La Salle
Calumet Park	J-3	2,500	Cook	East Alton	D-11	7,290	Madison
Cambridge *	C-4	1,489	Henry	East Chicago Hts.	J-3	1,548	Cook
Canton	D-6	11,927	Fulton	East Dubuque	C-1	1,697	Jo Daviess
Carbondale	F-14	10,921	Jackson	East Dundee	H-2	1,466	Kane
Carlinville *	D-10	5,116	Macoupin	East Hazel Crest	J-3	1,066	Cook
Carlyle *	E-12	2,669	Clinton	East Moline	C-3	13,913	Rock Island
Carmi *	H-13	5,574	White	East Peoria	E-5	8,698	Tazewell
Carpentersville	H-2	1,523	Kane	East St. Louis	C-12	82,295	St. Clair
Carrier Mills	G-14	2,252	Saline	Edwardsville *	D-11	8,776	Madison
Carrollton *	C-10	2,437	Greene	Effingham *	G-10	6,892	Effingham
Cartersville	F-14	2,716	Williamson	Eldorado	G-14	4,500	Saline
Carthage *	A-7	3,214	Hancock	Elgin	G-2	44,223	Cook-Kane
Casey	H-10	2,734	Clark	Elmhurst	H-2	21,273	Du Page
Caseyville	D-12	1,209	St. Clair	Elmwood	D-5	1,613	Peoria
Central City	F-12	1,231	Marion	Elmwood Park	J-2	18,801	Cook
Centralia	F-12	13,863	Clinton-Marion	El Paso	F-6	1,818	Woodford
Cerro Gordo	G-8	1,052	Piatt	Erie	D-3	1,180	Whiteside
Champaign	H-7	39,563	Champaign	Eureka *	E-6	2,367	Woodford
Charleston *	H-9	9,164	Coles	Evanston	J-2	73,641	Cook
Chatsworth	G-6	1,119	Livingston	Evergreen Park	J-3	10,531	Cook
Chenoa	G-6	1,452	McLean	Fairbury	G-6	2,433	Livingston
Chester *	D-14	5,389	Randolph	Fairfield *	G-12	5,576	Wayne
Chicago *	J-2	3,620,962	Cook	Fairmont City	D-12	2,284	St. Clair
Chicago Hts.	J-3	24,551	Cook	Farmer City	G-7	1,752	De Witt
Chillicothe	L-5	2,767	Peoria	Farmington	D-6	2,651	Fulton
Chrisman	J-8	1,071	Edgar	Flora	G-12	5,255	Clay
Christopher	F-14	3,545	Franklin	Flossmoor	J-3	1,804	Cook
Cicero	J-2	67,544	Cook	Forest Park	J-2	14,969	Cook
Clarendon Hills	H-3	2,437	Du Page	Forrest	G-5	1,040	Livingston
Clay City	G-11	1,103	Clay	Forreston	L-2	1,048	Ogle
Clinton *	F-7	5,945	De Witt	Fox Lake	H-1	2,238	Lake
Coal City	G-4	2,220	Grundy	Fox River Grove	H-1	3,313	McHenry
Cobden	L-15	1,104	Union	Franklin Park	H-2	8,899	Cook
Colchester	B-7	1,551	McDonough	Freeburg	D-12	1,661	St. Clair
Collinsville	D-12	11,862	Madison-St. Clair	Freeport *	L-1	22,467	Stephenson
Columbia	C-12	2,179	Monroe	Fulton	D-2	2,706	Whiteside
Coulterville	E-13	1,160	Randolph	Galena *	C-1	4,648	Jo Daviess
Crete	J-3	2,298	Will	Galesburg *	C-5	31,425	Knox
Creve Coeur	L-6	5,499	Tazewell	Galva	D-4	2,886	Henry
Crotty	G-4	1,435	La Salle	Geneseo	D-3	4,325	Henry
Crystal Lake	G-1	4,832	McHenry	Geneva *	G-2	5,130	Kane
Cuba	C-6	1,482	Fulton	Genoa	G-2	1,690	De Kalb
				Georgetown	J-8	3,294	Vermilion

* County Seat

<i>Place</i>	<i>Map Coordinate</i>	<i>Population</i>	<i>County</i>	<i>Place</i>	<i>Map Coordinate</i>	<i>Population</i>	<i>County</i>
Gibson	G-6	3,029	Ford	Lawrenceville *	J-11	6,328	Lawrence
Gillespie	D-10	4,105	Madocoupin	Lebanon	D-12	2,417	St. Clair
Gilman	H-5	1,602	Iroquois	Lemont	H-3	2,757	Cook
Girard	D-9	1,740	Macoupin	Lena	D-1	1,227	Stephenson
Glen Carbon	D-11	1,176	Madison	Le Roy	F-7	1,820	McLean
Glencoe	J-1	6,980	Cook	Lewistown *	D-7	2,630	Fulton
Glen Ellyn	H-2	9,524	Du Page	Lexington	F-6	1,181	McLean
Glensview	J-2	6,142	Cook	Libertyville	H-1	5,425	Lake
Golconda *	G-15	1,066	Pope	Lincoln *	E-7	14,362	Logan
Grafton	C-11	1,117	Jersey	Lincolnwood	J-2	3,072	Cook
Grandview	E-8	1,349	Sangamon	Litchfield	E-1	7,208	Montgomery
Granite City	C-12	29,465	Madison	Lockport	H-3	4,955	Will
Grays Lake	H-1	1,970	Lake	Lombard	H-2	9,817	Du Page
Grayville	H-13	2,461	White- Edwards	Loves Park	F-1	5,366	Winnebago
Greenup	H-10	1,360	Cumberland	Lovington	G-9	1,152	Moultrie
Greenville *	E-11	4,069	Bond	Lyons	J-2	6,120	Cook
Griggsville	B-9	1,199	Pike	McHenry	H-1	2,080	McHenry
Gurnee	H-1	1,097	Lake	McLeansboro *	G-13	3,008	Hamilton
Hamilton	A-7	1,776	Hancock	Mackinaw	E-6	1,011	Tazewell
Hanover	C-1	1,643	Jo Daviess	Macomb *	B-6	10,592	McDonough
Harrisburg *	G-14	10,999	Saline	Madison	C-12	7,963	Madison
Hartford	D-11	1,909	Madison	Mahomet	G-7	1,017	Champaign
Harvard	G-1	3,464	McHenry	Manteno	J-4	1,789	Kankakee
Harvey	J-3	20,683	Cook	Marengo	G-1	2,726	McHenry
Havana *	D-7	4,398	Mason	Marion *	F-14	10,459	Williamson
Hazel Crest	J-3	2,129	Cook	Marissa	D-13	1,652	St. Clair
Henry	E-5	1,966	Marshall	Markham	J-3	2,753	Cook
Herrin	F-14	9,331	Williamson	Maroa	F-8	1,100	Macon
Heyworth	F-7	1,072	McLean	Marseilles	G-4	4,514	La Salle
Highland	D-11	4,283	Madison	Marshall *	J-9	2,960	Clark
Highland Park	J-1	16,808	Lake	Martinsville	H-10	1,440	Clark
Highwood	J-1	3,813	Lake	Mascoutah	D-12	3,009	St. Clair
Hillsboro *	E-10	4,141	Montgomery	Mason City	D-7	2,004	Mason
Hillside	H-2	2,131	Cook	Matteson	J-3	1,211	Cook
Hinsdale	H-3	8,676	Du Page- Cook	Mattoon	G-9	17,547	Coles
Homer	H-8	1,030	Champaign	Maywood	J-2	27,473	Cook
Homewood	J-3	5,887	Cook	Melrose Park	J-2	13,366	Cook
Hoopston	J-6	5,992	Vermilion	Mendota	F-3	5,129	La Salle
Itasca	H-2	1,274	Du Page	Merrionette Park	J-3	1,101	Cook
Jacksonville *	C-9	20,387	Morgan	Metamora	E-5	1,368	Woodford
Jerseyville *	C-10	5,792	Jersey	Metropolis *	G-16	6,093	Massac
Johnson City	F-14	4,479	Williamson	Midlothian	J-3	3,216	Cook
Joliet *	H-3	51,601	Will	Milan	C-4	1,737	Rock Island
Jonesboro *	E-15	1,607	Union	Millford	J-6	1,648	Iroquois
Kankakee *	H-4	25,856	Kankakee	Milledgeville	D-2	1,044	Carrroll
Keithsburg	B-5	1,006	Mercer	Millstadt	D-12	1,566	St. Clair
Kenilworth	J-2	2,789	Cook	Mionok	F-5	1,955	Woodford
Kewanee	D-4	16,821	Henry	Moline	C-3	37,397	Rock Island
Kincaid	E-9	1,793	Christian	Monmouth *	J-4	2,644	Kankakee
Knoxville	C-5	2,209	Knox	Monmouth *	C-5	10,193	Warren
Lacon *	E-5	2,020	Marshall	Monticello *	G-8	2,612	Piatt
Ladd	F-3	1,224	Bureau	Morris *	G-4	6,926	Grundy
La Grange	H-2	12,002	Cook	Morrison *	D-3	3,531	Whiteside
La Grange Park	H-2	6,176	Cook	Morrisonville	E-9	1,182	Christian
La Harpe	B-6	1,295	Hancock	Morton	E-6	3,692	Tazewell
La Salle	F-4	12,083	La Salle	Morton Grove	J-2	3,926	Cook
Lake Bluff	J-1	2,000	Lake	Mound City *	F-16	2,167	Pulaski
Lake Forest	J-1	7,819	Lake	Mounds	F-16	2,001	Pulaski
Lanark	D-2	1,359	Carroll	Mount Carmel *	J-12	8,732	Wabash
Lansing	J-3	8,682	Cook	Mount Carroll *	D-2	1,950	Carroll
				Mount Morris	E-2	2,709	Ogle
				Mount Olive	D-10	2,401	Macoupin

* County Seat

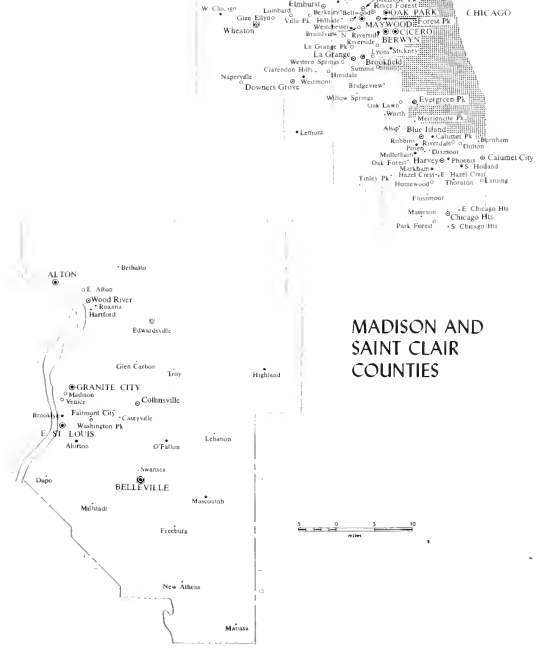
<i>Place</i>	<i>Map Coordinate</i>	<i>Population</i>	<i>County</i>	<i>Place</i>	<i>Map Coordinate</i>	<i>Population</i>	<i>County</i>
Mount Prospect	H-2	4,009	Cook	Port Byron	G-3	1,050	Rock Island
Mount Pulaski	E-8	1,526	Logan	Posen	J-3	1,795	Cook
Mount Sterling *	B-8	2,246	Brown	Princeton *	E-4	5,765	Bureau
Mount Vernon *	F-13	15,600	Jefferson	Princeville	D-5	1,113	Peoria
Mowcaqua	F-9	1,475	Shelby	Prophetstown	D-3	1,691	Whiteside
Mundelein	H-1	3,189	Lake	Quincy *	A-8	41,450	Adams
Murphysboro *	E-14	9,241	Jackson	Rantoul	H-7	6,387	Champaign
Naperville	H-3	7,013	Du Page	Red Bud	D-13	1,519	Kandolph
Nashville *	E-13	2,432	Washington	Ridgway	H-14	1,148	Gallatin
Nauvoo	A-6	1,242	Hancock	Riverdale	J-3	5,840	Cook
Neoga	G-10	1,125	Cumberland	River Forest	J-2	10,823	Cook
New Athens	D-13	1,518	St. Clair	River Grove	J-2	4,839	Cook
New Baden	D-12	1,428	Clinton- St. Clair	Riverside	H-2	9,153	Cook
New Lenox	H-3	1,235	Will	Riverton	E-8	1,450	Sangamon
Newman	H-8	1,140	Douglas	Roanoke	F-5	1,368	Woodford
Newton *	H-11	2,780	Jasper	Robbins	J-3	4,766	Cook
Niles	J-2	3,587	Cook	Robinson *	J-11	6,407	Crawford
Nokomis	E-10	2,544	Montgomery	Rochelle	F-2	5,449	Ogle
Normal	F-6	9,772	McLean	Rockdale	H-3	1,393	Will
Norridge	J-2	3,428	Cook	Rock Falls	D-3	7,983	Whiteside
Norris City	G-14	1,370	White	Rockford *	F-1	92,927	Winnebago
Northbrook	J-1	3,348	Cook	Rock Island *	C-3	48,710	Rock Island
North Chicago	J-1	8,628	Lake	Rockton	F-1	1,432	Winnebago
North Chillicothe	E-5	1,741	Peoria	Roodhouse	C-9	2,368	Greene
Northfield	J-2	1,426	Cook	Roselle	H-2	1,038	Du Page
North Lake	H-2	4,361	Cook	Roseville	B-6	1,080	Warren
North Pekin	E-6	1,758	Tazewell	Rosiclare	G-15	2,086	Hardin
North Riverside	J-2	3,230	Cook	Rossville	J-7	1,382	Vermilion
Oak Forest	J-3	1,856	Cook	Round Lake Beach	H-1	1,892	Lake
Oak Lawn	J-3	8,751	Cook	Round Lake Park	H-1	1,836	Lake
Oak Park	J-2	63,529	Cook	Roxana	D-11	1,911	Madison
Oblong	H-11	1,639	Crawford	Royalton	F-14	1,506	Franklin
Odin	F-12	1,341	Marion	Rushville *	C-7	2,682	Schuyler
O'Fallon	D-12	3,022	St. Clair	St. Anne	J-5	1,403	Kankakee
Oglesby	F-4	3,922	La Salle	St. Charles	G-2	6,709	Kane
Olney *	H-11	8,612	Richland	St. Elmo	F-11	1,716	Fayette
Onarga	H-6	1,455	Iroquois	St. Francisville	J-12	1,117	Lawrence
Oregon *	E-2	3,205	Ogle	Salem *	F-12	6,159	Marion
Oswego	G-3	1,220	Kendall	Sandoval	F-12	1,531	Marion
Ottawa *	F-4	16,957	La Salle	Sandwich	G-3	3,027	De Kalb
Palatine	H-2	4,079	Cook	Savanna	D-2	5,058	Carroll
Palestine	J-11	1,589	Crawford	Schiller Park	H-2	1,384	Cook
Pana	F-9	6,178	Christian	Sesser	F-13	2,086	Franklin
Paris *	J-9	9,460	Edgar	Shawneetown *	H-14	1,917	Gallatin
Park Forest	J-3	8,130	Cook	Shelbyville *	F-9	4,462	Shelby
Park Ridge	H-2	16,602	Cook	Sheldon	J-5	1,114	Iroquois
Paxton *	H-6	3,795	Ford	Silvis	C-3	3,055	Rock Island
Pecatonica	E-1	1,438	Winnebago	Skokie	J-2	14,832	Cook
Pekin *	L-6	21,858	Tazewell	South Beloit	F-1	3,221	Winnebago
Peoria *	E-6	111,856	Peoria	South Chicago Hts.	J-3	2,129	Cook
Peoria Heights	E-6	5,425	Peoria	South Elgin	G-2	1,220	Kane
Peotone	J-4	1,395	Will	South Holland	J-3	3,247	Cook
Peru	F-4	8,653	La Salle	South Jacksonville	C-9	1,165	Morgan
Petersburg *	D-8	2,325	Menard	South Pekin	L-6	1,043	Tazewell
Phoenix	J-3	3,606	Cook	Sparta	D-13	3,576	Randolph
Pinckneyville *	L-13	3,299	Perry	Springfield *	L-8	81,628	Sangamon
Pittsfield *	B-9	3,564	Pike	Spring Valley	L-4	4,916	Bureau
Plainfield	H-3	1,764	Will	Stamton	D-11	4,047	Macoupin
Plano	G-3	2,154	Kendall	Steelsville	L-14	1,353	Randolph
Polo	L-2	2,242	Ogle	Steeger	J-3	4,358	Will-Cook
Pontiac *	G-5	8,990	Livingston	Sterling	D-3	12,817	Whiteside
				Stukey	J-2	3,317	Cook

* County Seat

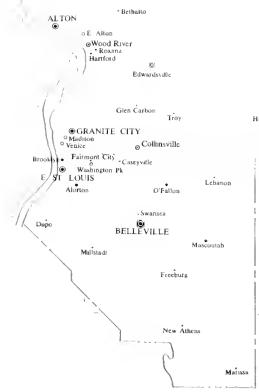
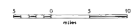
<i>Place</i>	<i>Map Coordinate</i>	<i>Population</i>	<i>County</i>	<i>Place</i>	<i>Map Coordinate</i>	<i>Population</i>	<i>County</i>
Stockton	D-1	1,445	Jo Daviess	Wauconda	H-1	1,173	Lake
Stone Park	J-2	1,414	Cook	Waukegan *	J-1	38,946	Lake
Stonington	F-9	1,120	Christian	Waverly	D-9	1,330	Morgan
Streator	F-4	16,469	La Salle- Livingston	Wenona	F-5	1,005	Marshall
Sullivan *	G-9	3,470	Moultrie	Westchester	H-2	4,308	Cook
Summit	J-3	8,957	Cook	West Chicago	H-2	3,973	Du Page
Sumner	J-11	1,170	Lawrence	West City	F-14	1,081	Franklin
Swansea	D-12	1,816	St. Clair	West Dundee	H-2	1,948	Kane
Sycamore *	G-2	5,912	De Kalb	Western Springs	H-2	6,364	Cook
Taylorville *	E-9	9,186	Christian	West Frankfort	F-14	11,384	Franklin
Thornton	J-3	1,217	Cook	Westmont	H-3	3,402	Du Page
Tilton	J-7	1,638	Vermilion	Westville	J-8	3,196	Vermilion
Tinley Park	J-3	2,326	Cook	Wheaton *	H-2	11,638	Du Page
Tolono	H-8	1,065	Champaign	White Hall	C-9	3,082	Greene
Toluca	F-5	1,419	Marshall	Willow Springs	H-3	1,314	Cook
Toulon *	D-5	1,173	Stark	Wilmette	J-2	18,162	Cook
Tremont	E-6	1,138	Tazewell	Wilmington	H-4	3,354	Will
Trenton	E-12	1,432	Clinton	Winchester *	C-9	1,591	Scott
Troy	D-11	1,260	Madison	Windsor	G-9	1,008	Shelby
Tuscola *	H-8	2,960	Douglas	Winnetka	J-2	12,105	Cook
Urbana *	H-7	22,834	Champaign	Winthrop Harbor	J-2	1,765	Lake
Vandalia *	F-11	5,471	Fayette	Witt	E-10	1,156	Montgomery
Venice	C-12	6,226	Madison	Wood Dale	H-2	1,857	Du Page
Vienna *	F-15	1,085	Johnson	Wood River	D-11	10,190	Madison
Villa Grove	H-8	2,026	Douglas	Woodstock *	G-1	7,192	McHenry
Villa Park	H-2	8,821	Du Page	Worth	J-3	1,472	Cook
Virden	D-9	3,206	Macoupin	Wyoming	D-5	1,496	Stark
Virginia *	C-8	1,572	Cass	Zeigler	F-14	2,516	Franklin
Walnut	E-3	1,093	Bureau- Washington	Zion	J-1	8,950	Lake
Wamac	F-12	1,429	Marion- Clinton	COUNTY SEATS WITH POPULATIONS OF LESS THAN 1000 IN 1950			
Warren	D-1	1,378	Jo Daviess	Elizabethtown *	G-15	583	Hardin
Warsaw	A-7	2,002	Hancock	Hardin *	C-10	928	Calhoun
Washington	E-6	4,285	Tazewell	Hennepin *	E-4	312	Putnam
Washington Park	D-12	5,840	St. Clair	Louisville *	G-11	970	Clay
Waterloo *	C-13	2,821	Monroe	Oquawka *	B-5	929	Henderson
Watseka *	J-5	4,235	Iroquois	Toledo *	H-10	905	Cumberland
				Yorkville *	G-3	632	Kendall

* County Seat

LAKE COOK, AND DU PAGE COUNTIES

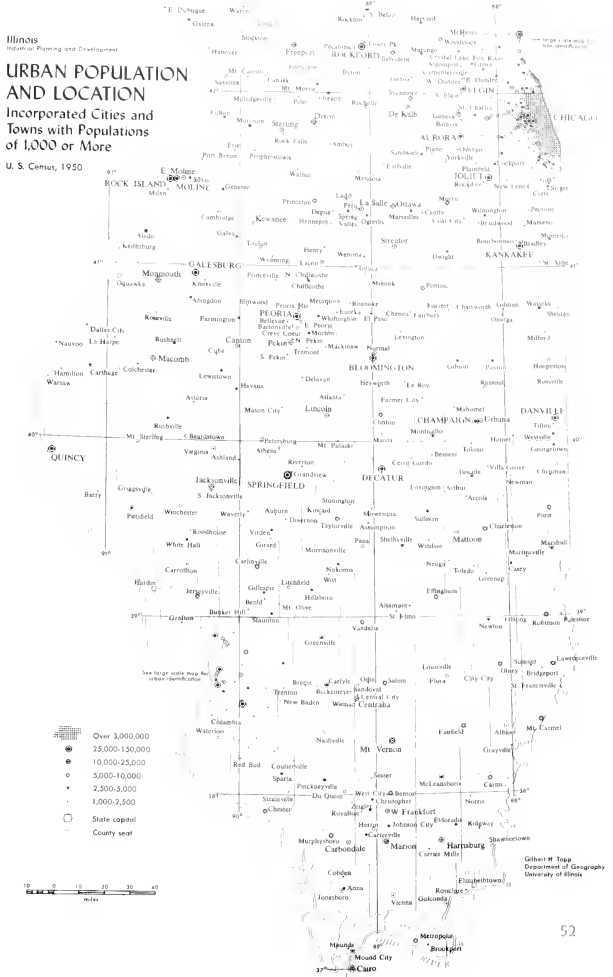


MADISON AND SAINT CLAIR COUNTIES



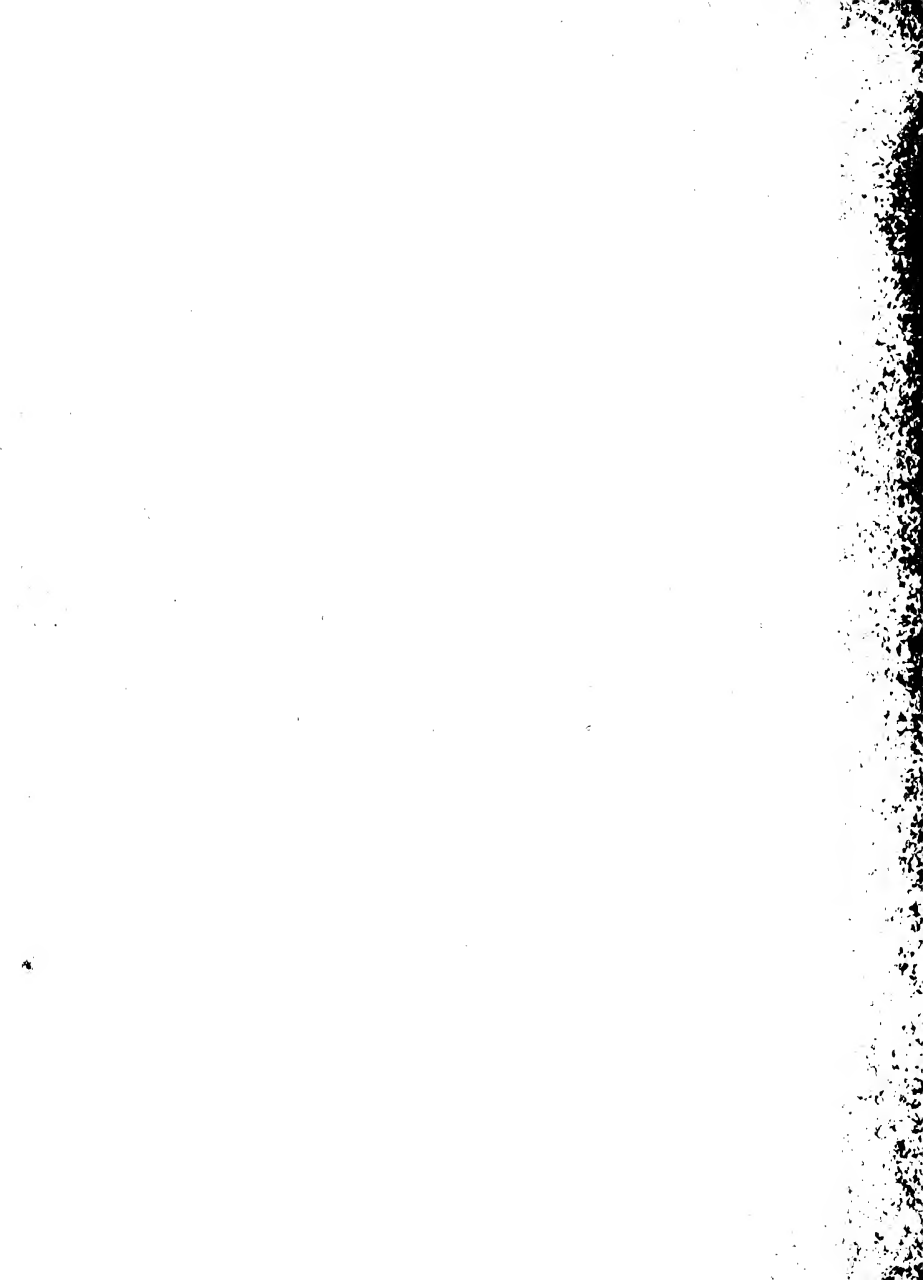
ILLINOIS URBAN POPULATION AND LOCATION

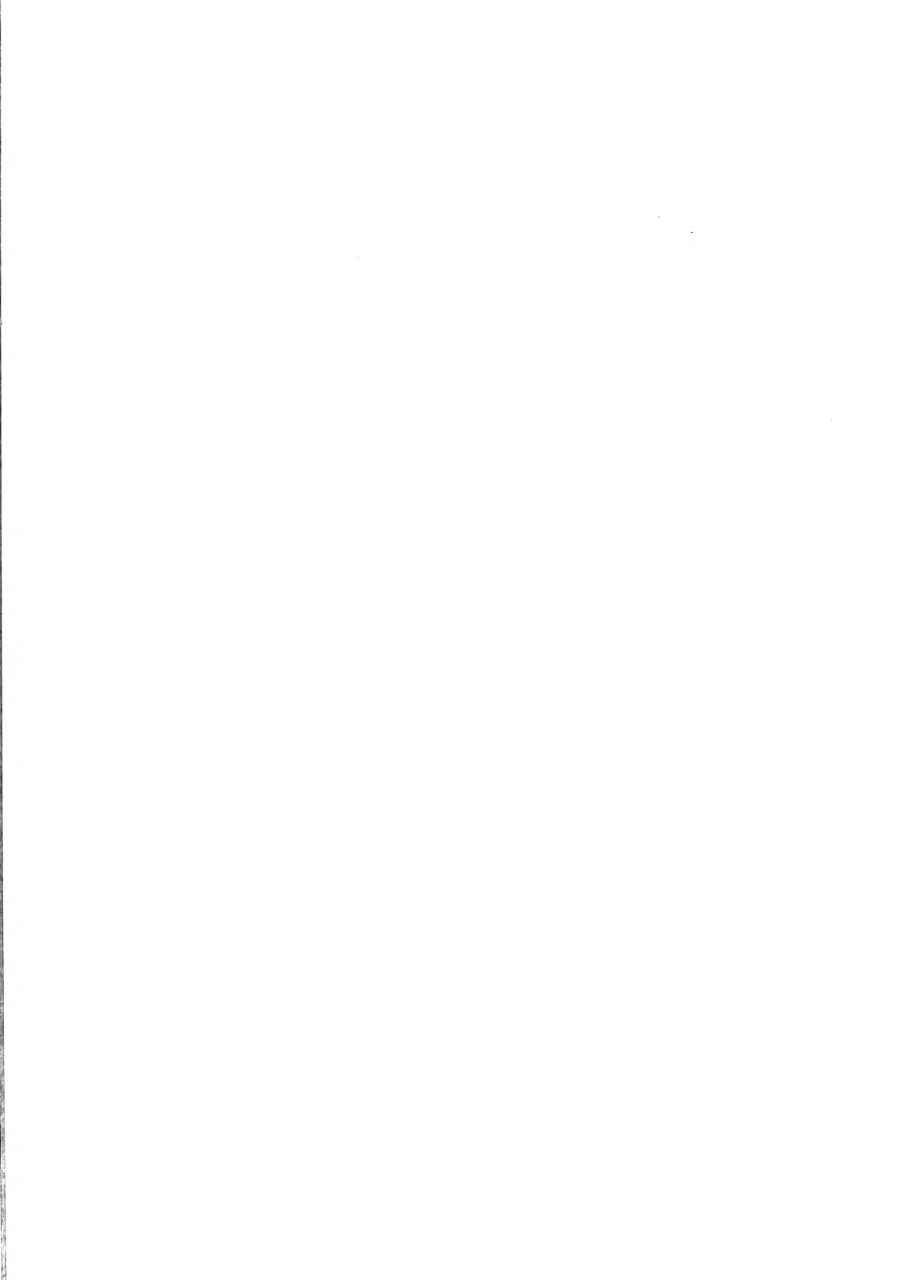
Incorporated Cities and
Towns with Populations
of 1,000 or More
U. S. Census, 1950



- Over 3,000,000
- 2,500,000-3,000,000
- 1,000,000-2,500,000
- 500,000-1,000,000
- 250,000-500,000
- 100,000-250,000
- 50,000-100,000
- 10,000-50,000
- 2,500-10,000
- 1,000-2,500
- State capital
- County seat









UNIVERSITY OF ILLINOIS-URBANA



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